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COMMUNIST CONFERENCE.

EFFORTS TO FORM A NEW ALLIANCE.

HANKOW'S DANGER DECREASES.

WOUNDED POURING IN FROM HONAN.

APPALLING CONDITIONS DESCRIBED.

FOLLY OF DRIVING OUT FOREIGN DOCTORS.

Instead of racing to Peking, the Hankow leaders are now assembling at Chengchow for an important conference to discuss the consolidating of their recent gains in that region.

Efforts are now being made by the Reds to arrange an alliance between Feng Yu-hsiang and Tang Seng-chi, whose allegiance to the Communists has lately been uncertain.

Meanwhile the threat against Hankow city itself by the advance of General Yang Sen has been lessened owing to reverses that leader has sustained in the field.

Appalling sights are being witnessed in Hankow with the arrival daily of wounded from Hankow, the neglect and squalor being of a dreadful description.

FIVE LEADERS.

An Alliance Against The
Anti-Reds?

Hankow, June 10.
For the purpose of consolidating the position of the Communists in Hankow and with a view to getting a united policy, Mr. Sun Fo, General Tan Yen-kai and General Chang Hua-lui have proceeded to Chengchow, to which the Communist armies under Tang Seng-chi have advanced.

The conference is to take place between the three above mentioned and General Teng Yen-ta and Marshal Feng Yu-hsiang.

Hankow Safer.
In the meantime, the threat to a united policy, Mr. Sun Fo, General Yang Sen (of Szechuen province) has diminished, due to a check sustained in the field, the forces having withdrawn to Kien-li.

A Japanese convoy, consisting of a gunboat and four steamers, proceeded up the Yangtze River from Hankow this morning.—British Naval Wireless.

RIVER FIRING.

Chenglin Leaders Promise
Surrender.

Chenglin, June 10.
An undertaking has been given by the Chinese military here, who appear to be anxious to retain friendly relations, that there will be no firing on foreign gunboats.—British Naval Wireless.

STILL QUIET.

No Change Reported On
Yangtze.

Shanghai, June 10.
The situation here and at Yang-



Mr. Sun Fo, son of the late Dr. Sun Yat-sen, who is still in league with the Hankow Party in their latest ambitions.

ports appears to be more or less unchanged.—British Naval Wireless.

POSITION EXPLAINED.

Regrouping of the Generals
Likely.

General Tang Seng-chi, commander-in-chief of the Hankow Army has reached the Yellow River in his advance against Peking. Marshal Feng Yu-hsiang (the "Christian

general") is about the same distance away from the capital. The latter was appointed by Hankow the chief of the Communist Armies but he is also a member of Chiang Kai-shek's council at Nanking. The departure of the leading lights from Hankow to the war zone has probably been brought about by a desire to effect an actual alliance (other than in name)



General Teng Yen-ta, formerly Chiang Kai-shek's Quartermaster-General and now one of the leading politicians of Hankow. Note the necktie which, in the original, is red!

between General Tang Seng-chi and Marshal Feng Yu-hsiang, in the interests of Hankow, as opposed to the Nanking Nationalists. Chengchow is the main base of the Hankow Army.

A Surprise.
The inclusion of Tan Yen-kai in the party of Hankow alliance-makers comes as a surprise. He is a personal friend of Chiang Kai-shek and, prior to the Kuomintang split, was chairman of the Nationalist Political Council. Through his being at Hankow when the Party quarrel reached a head, he has been "kept there," ostensibly siding with the Communists. Mr. Sun Fo, General Chang Hua-lui and General Teng Yen-ta are other heads in Hankow.

Meanwhile, other developments are taking place in the negotiations to fix up triple and quadruple alliances in China, with "for or against" Communism as the basis of understanding.

General Yang Sen's offensive has spent itself in abortive attempts to reach Hankow from different directions and, as before, he is moving back to his stronghold in Szechuen. Yang Sen's defeat, slightly increases Hankow's prestige but it is doubtful if an alliance can be arranged between General Tang Seng-chi and Marshal Feng Yu-hsiang as each will want himself to be the superior and the other to be the subordinate.

AMERICAN FORCES.

Further Contingent Leaves
Manila.

Manila, June 10.
The third American Expeditionary Force for China, comprising 1,100 Marines, heavy trucks, twenty-five tankards, an aviation unit, sailed for Shanghai this evening. Colonel H. C. Davis is in command.—Reuter.

BOMB THROWN.

Attempt on Chinese
General.

RUSSIAN SUSPECT ARRESTED.

Peking, June 10.
An attempt to assassinate General Tso-hsiang on a railway has failed and a Russian suspect has been arrested. General Chang Tso-hsiang is one of Marshal Chang Tso-lin's subor-

OUR \$50 PRIZE.

Reminder to Cross-Word Puzzle
Competitors.

The sixth cross-word puzzle of the "China Mail's" new series appears to-day for the last time, and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The seventh puzzle of the new series will be published on Monday.

He was travelling from Peking to Tientsin and a bomb was thrown at the train when near Tientsin East station. General Chang Tso-hsiang was not injured.

Amoy's Round-Up.

Amoy, June 10.
Both the military and the Police are actively taking measures to round up the Communists here.

The Triple Alliance.

Peking, June 10.
General Yen Hsi-shan of Shanxi has informed General Chiang Kai-shek that Marshal Chang Tso-lin agrees to accept the late Dr. Sun Yat-sen's three principles (The People's Three Principles) but that Chang Tso-lin will not accept a reduction of his military power. In view of the approach of an alliance between General Tang Seng-chi and Marshal Feng Yu-hsiang, General Yen Hsi-shan also asks Chiang Kai-shek what measures he is taking to oppose them.—Hong Kong Evening Post.

BRITISH PLANES.

Nanking Foreign Minister's
Protest.

Shanghai, June 11.
Dr. C. C. Wu, Foreign Minister of the Nanking Government, has protested to Sir Miles Lampson (British Minister) with regard to British aeroplanes flying over Canton on May 18, also against British planes flying over Shanghai.—Reuter.

WORKING TOGETHER.

British and American
Co-operation.

Peking, June 11.
Major-General John Duncan, commanding the British Defence Force in China, speaking at a lun-



Dr. C. C. Wu.

cheon at the Anglo-American Association spoke of his close relations with General Smedley Butler (commanding the American contingent) and declared that if trouble occurred here, he would doubt British and American co-operation will be as close at Peking and Tientsin as it has been recently at Shanghai.—Reuter.

SHOCKING CONDITIONS.

How The Wounded Fare In
Hankow.

Shanghai, June 11.
Reuter's special correspondent at Hankow, describing the arrival of one of the numerous trainloads of wounded, which continue to arrive daily from Honan, says it is the most appalling sight he ever saw.—(Continued on Page 7.)

LOCAL LAWS.

Important Changes
Pending.

THREE PRINCIPAL POINTS.

The "Government Gazette" contains the draft of a Bill to amend the Public Health and Buildings Ordinance of 1903.

It is stated under "objects and reasons," as follows:—

1. This Ordinance amends the Public Health and Buildings Ordinance, 1903, on three points:—

(a) Sanitary Board elections.

(b) Reinforced concrete buildings.

(c) Water closets and urinals.

2. The close attention which was directed last year to the procedure at Sanitary Board elections has revealed certain defects in the existing law. This Ordinance attempts to remedy some of these defects. Others will be dealt with in new rules to be made under section 9 of the principal Ordinance.

The Right to Vote.

3. One difficulty is that there is no register for one part of the electorate, so that it is necessary, during the hurry of a ballot, to investigate and decide upon various claims to vote based on various grounds. Where there is a register the only question is one of identity. The reason why there is no register for part of the electorate is to be found in the peculiar nature of the qualification.

The main basis of the qualification is liability to jury service, and the main body of the electorate consists of persons whose names appear in the current jurors lists.

It is obvious, however, that if persons liable to jury service have a right to vote, persons who are exempt from jury service should also have a right to vote.

Accordingly the electorate includes all persons who are by s. 4 of the Jurors Ordinance, 1887, Ordinance, No. 6 of 1887, declared to be not liable to serve as jurors, subject only to that servants of the Crown are not entitled to form part of the electorate. The result of this is to include in the electorate the twelve classes of persons who are under the Jurors Ordinance exempt from jury service.

It is clear that much delay could be caused by the necessity of investigating claims to vote by persons of these twelve classes, and it is also obvious that questions of some difficulty might arise in connection with such claims.

The jurors lists form part of a register of the electorate. The obvious course with regard to the remainder of the electorate is to provide for a second part of the register on which such persons may apply to be registered. This is the course which section 5 of this Ordinance adopts. The obligation will be on each qualified person to apply to have his name entered in the register. This part of the register will be closed to fresh applications for registration for fourteen clear days before any ballot, so as to allow some time for the investigation of all claims to registration, but electors should not wait for the near approach of an election before registering their names.

Women's Inclusion.

4. The enumeration of persons exempt from jury service who are entitled to registration in the second part of the register is contained in the proposed new sub-clause (4) of s. 8 of the principal Ordinance which appears as part of section 2 of this Ordinance. The enumeration follows that contained in s. 4 of the Jurors Ordinance, 1887, but a few changes have been made.

5. In the first place the second part of the register will be expressly restricted to male persons. There is no doubt that this was the original intention, but it might just be possible to argue on the present wording of the Ordinance that women might be included.

6. The wording of the paragraph relating to barristers and solicitors has been slightly altered because it is not the custom for barristers to have clerks in this Colony.

Doctors' Register.

7. The paragraph in the Jurors Ordinance, 1887, relating to "chemists and druggists actually carrying on business as such" has been incorporated with the paragraph relating to doctors and dentists, and the form which the description now takes is that of

SOVIET MANIA.

Charges Against Britain
Amazing.

ESPIONAGE ALLEGATIONS.

London, June 10.

"Amazing" is the expression applied in responsible circles in London to Soviet charges that certain Russians executed in Moscow carried on espionage on behalf of the British Diplomatic Mission, and it is emphatically denied that the British representatives had any such relations.

On the contrary owing to the Soviet Government's suspicions, members of the British Mission in Moscow had been quite unable to have any relations with Russians outside the sphere of their official duties and had actually been afraid to be seen in the company of Russians. This is in contrast with the freedom enjoyed by M. Rosengolz, the Soviet Charge d'Affaires, and the Soviet Delegation in Britain.—Reuter.

Frontier Incidents.

Warsaw, June 10.
The British Press is drawing attention to unpleasant incidents on the Soviet frontier, including the arrest of M. Radoszkowice, a commander of police inspecting frontier posts, who crossed a few yards into Soviet territory.—Reuter.

France Advises Russia.

Paris, June 10.
According to "L'Echo de Paris" the French Government counsels the Soviets to show moderation and endeavours to divert them from presenting excessive claims against Poland. Paris approves without reserve the Polish Government's cautious conduct.—Havas.

persons registered under the Pharmacy and Poisons Ordinance, 1918. The paragraph relating to doctors has been altered. At present it reads "persons entitled to practise medicine and surgery under the Medical Registration Ordinance, 1884." The intention seems to be to refer to persons registered as practitioners under that Ordinance but the wording of the paragraph might be taken to include persons practising medicine or surgery according to purely Chinese methods because the right of such persons to practise and to recover fees is expressly saved by s. 3 of the Medical Registration Ordinance, 1884. Such persons will now be definitely excluded from the electorate, and this is done, partly in order to carry out what appears to be the present intention, and partly because claims to registration on this ground might give rise to some difficulty.

Newspapers and Schools.
8. The paragraphs relating to editors of newspapers and their staff has been altered so as to make it refer only to editors, sub-editors and reporters. The word "staff" might include even an office messenger, and it is obvious that the exemption from jury service was intended to apply only to persons whose professional avocations are such as to make it difficult for them to serve on juries.

9. Masters of vernacular schools are not eligible for the electorate, unless of course they are on one of the jurors lists. A serious question arose at the last ballot as to what were vernacular schools, because there is no statutory definition of the term. There is a definition in the Grant Code, 1924, which reads as follows, "Vernacular school means a grant school in which the Chinese language is the principal medium of instruction," but it will be noticed that this definition refers only to grant schools. The Education Department does in fact classify all schools into the two classes, i.e., vernacular schools and schools which are not vernacular schools, but, as in the case of the Grant Code, this has no statutory authority. It would seem that the only practicable course will be to accept the classification of the Education Department as decisive on the point, as to whether any particular school is vernacular or not. This solution is adopted in paragraph (h) of the new section 8 (4).

(Continued on Page 7.)

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 2/0 1/16.

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Competitors are reminded that the prize is to be awarded for the correct solution, or if nobody succeeds in getting the correct solution, for the NEAREST correct solution. Therefore, even if you have not done the cross-word puzzle in full, send in what you have done—it may prove to be the nearest correct solution.

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SHINYO MARU (Calls Keelung) Tuesday, 12th July, at 9 a.m.
* Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.

SUVA MARU Saturday, 18th June, at 11 a.m.
FUSHIMI MARU Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU Saturday, 16th July.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 22nd June, at 11 a.m.
AKI MARU Wednesday, 20th July, at 11 a.m.

BOMBAY via SINGAPORE & COLOMBO.

SADO MARU Saturday, 11th June.

GENOA MARU Monday, 27th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

RAKUYO MARU Monday, 11th July.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU Saturday, 9th July.

NEW YORK and/or BOSTON via PANAMA.

ASUKA MARU Monday, 13th June.

TAKAOKA MARU Tuesday, 28th June.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DURBAN MARU Thursday, 16th June.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

NAGANO MARU (Omote Calcutta) Tuesday, 14th June.

AKITA MARU Saturday, 18th June.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 17th June.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU (Moji direct) Tuesday, 14th June.

HAKUSAN MARU Monday, 13th June.

MATSUYE MARU Friday, 17th June.

MORIOKA MARU (Moji direct) Wednesday, 22nd June.

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PORTHOS A	—	—	5th July
SPHINX A	20th May	21st June	19th July
PAUL DEBAT A	3rd June	5th July	2nd Aug.
AMAZONE A	17th June	10th July	16th Aug.
CHAMILLAY A/B	1st July	2nd August	30th August

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CONSIGNATION—TRANSIT—REPRESENTATION.

SHIPPING SECTION.**CARGO STEAMERS.**BETTER TIMES FOR TRAMP
SHIPPING.

The purchase by Messrs. Haldin and Co., managers of the Court Line and the United British Steamship Company, of a fleet of cargo steamers, formerly owned in Cardiff, emphasizes the fact, generally recognized in shipping circles, that the tramp shipping industry is gradually coming into its own again after five or six years of deep depression. This long period, during which the freight rates obtainable were insufficient to cover running costs, forced many shipping companies into liquidation, their plight being rendered the more hopeless in that in the majority of cases the steamers they owned were purchased during the boom of 1919 and 1920, when the value of tonnage reached an extraordinarily high level. An example may be cited where four vessels stood in the books of the owning company at close on £335,000, whereas their market value was no more than about £49,000, a state of affairs which necessitated writing down the £1 shares to 6s. 8d.

The heavy importations of foreign coal during the mining stoppage proved a godsend to owners of tramp steamers, and the great diversion of shipping to American and other coal shipping centres abroad had the effect of leaving some important markets denuded of cargo carrying facilities. As a consequence there arose, in particular, a keen demand for vessels to carry grain from the "River Plate," so much so that whereas in March last year 123, per ton was accepted for heavy grain for the United Kingdom or Continent, towards the end of the year shipping were paying as much as 55s. With the end of the mining trouble and the resumption of coal exports from Britain, ships began to return to the Plate, with the result that rates began to decline once more, falling at the present time at about 27s. to 28s. for prompt loading. "Montreal" is also calling for grain carriers, and it is hoped by owners that profitable business will be forthcoming in due course from Australian grain shipping ports, where, it is reported, large quantities of wheat are available for export.

The prosperity of the tramp section of our Mercantile Marine is a matter which exercises a close bearing upon the national prosperity. In bad times like those that have been experienced, owners, rather than lose money by keeping their ships in commission, lay them up, and in July last the total idle in British ports alone was 856,739 net tons, which meant, of course, the unemployment of thousands of shipmasters, officers, deck hands, and firemen. The latest official figures show that the quantity of non-commissioned tonnage has fallen to 364,874 tons, which can be taken as a measure of the greater activity now prevailing. "Opserver."

A number of Italian troops arrived in Hong Kong on Friday aboard the "Venezia," from Trieste.

The cable ship "The Cable" (Capt. J. A. Flett), owned by the Eastern Extension and Australian Telegraph Company, has arrived in Hong Kong and leaves for operation in Chinese waters within a few days.

JAPAN PROTESTS.SEQUEL TO SEIZING OF A
VESSEL.

Tokyo, June 10.
The Government has made a strong verbal protest against the seizure of a Japanese fishing vessel, a Reuter's message yesterday announced that a Japanese fishing vessel had been seized off the coast of Kamchatka, the captain of which had been shot and seriously injured. The capture was justified on the plea that Russian jurisdiction extended to the 12 mile limit.

LARGEST ELECTRIC LINER.

The Peninsular and Oriental Steam Navigation Company have placed with Messrs. Alexander Stephen and Sons, Linthoupe, Glasgow, an order for a passenger liner of 19,000 tons, designed for propulsion by high-pressure turbines, water-tube boilers, and electric transmission gear. The vessel, which is intended for her owners' Indian trade, will be over 500 feet in length, and the high-pressure turbines will obtain steam from Yarrow boilers working at a pressure of 375 lb. per square inch. The transmission of power from the turbines to the propeller shaft will be electrical, and the speed of the ship will be 19 knots. The vessel will mark a new epoch in the development of the steam engine in Britain, as she will be the first large ship of this type to be fitted with the electric drive. This step will bring marine practice closer to land practice, and will allow of an installation which can accommodate itself economically to the varying powers required on some trades. Accommodation will be provided for about 400 first class and 300 second class passengers, and will be on the most ample and luxurious scale suitable to a vessel of this class.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Bendoran" from Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here to-morrow.
The P. & O. s.s. "Mirzapore" left Moji for this port on June 9, at 4 p.m., and is due here on June 14, at about 4 p.m.
The E. & A. Co.'s s.s. "Tanda" left Moji for this port on May 27, p.m., and is due here on June 16, at about daylight.

The following vessels of the Compagnie des Messageries Maritimes are expected here:—
"Yang Tse," June 20.
"Sphinx," June 21.
"Paul Lecat," July 5.
"Amazon," July 19.
"Chantilly," July 22.
"Chantilly," August 2.
"Athos II," August 16.
"D'Artagnan," September 3.
The m.v. "Benares" (Swedish East Asiatic Co., Ltd.) left Antwerp on May 20, and is due here on or about June 28.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Porthos" are reminded to send in their claims to the Agent before June 16.

COMMONWEALTH LINE.SALE RECOMMENDED BY
COMMITTEE.

Sydney.—As the outcome of its inquiry into the affairs of the Commonwealth Shipping Line the Federal Public Accounts Committee will recommend to Parliament that the line be disposed of.

The recommendation will probably be qualified by a proviso that the line shall not be sold unless a satisfactory offer is received. Labour members of the Committee disagree with the recommendation of the majority.

Sir Granville Ryrie, Chairman of the Public Accounts Committee during the major portion of the inquiry, has stated that he was not aware of any decision which might have been arrived at by the Committee as he had severed his connection with it at the time of his appointment as High Commissioner. The question of selling the line had not been discussed by the Committee while he was a member, but he said if a vote had been taken on this question he would certainly have agreed to recommend the sale of the line provided an offer was received commensurate with the value of the line.

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having arrived. Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Under-signed on or before 24th June, 1927, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon within the Free Storage period of One Week.

No Fire Insurance has been effected.

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UNITED KINGDOM & CONTINENT..... ELLERMAN LINE

S.S. "CITY OF TOKIO" Havre, L'don, R'dam, H'burg 8th July.

S.S. "CITY OF GLASGOW" Havre, L'don, R'dam, H'burg 10th Aug.

AUSTRALIA..... AUSTRAL-EST INDIES LINE

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S.S. "CITY OF KOBE" via Suez Canal 14th June.

S.S. "CITY OF CHESTER" via Suez Canal 17th July.

S.S. "CITY OF BEDFORD" via Suez Canal 14th Aug.

ALSO AGENTS FOR**ANDREW WEIR & CO.****SERVICES TO****BOSTON & NEW YORK.....AMERICAN & ORIENTAL LINE**

S.S. "COMERIC" via Suez Canal 25th July.

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE

S.S. "TINHOW" From Hong Kong 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quillmaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE, LTD.**CANADIAN PACIFIC**

QUICKEST TIME ACROSS THE PACIFIC.

NEXT SAILING

to the

PACIFIC COAST**S.S. "EMPRESS OF RUSSIA"**

will be despatched from

HONGKONG at 10.00 a.m.**WEDNESDAY, 22nd JUNE**

FOR

VICTORIA & VANCOUVER

via

SHANGHAI & JAPAN PORTS.**CANADIAN PACIFIC EXPRESS**

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."

Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP.—Via Singapore, Colombo, Suez and Port Said.

ALTAI MARU Sunday, 10th July.

RIO DE JANEIRO, SANTOS & BUENOS AIRES.—Via Saigon, Singapore, Colombo, Durban & Cape Town.

MANILA MARU Thursday, 14th July.

BOMBAY—Via Singapore and Colombo.

INDUS MARU (Calls at Penang) Wednesday, 22nd June.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA.—Via Singapore and Colombo.

PANAMA MARU Thursday, 7th July.

FOR TIENTSIN

KINZAN MARU Saturday, 11th July.

CALCUTTA—Via Singapore and Rangoon.

TACOMA—MARU Middle of June.

BINGO MARU Wednesday, 22nd June.

BANGKOK—Via Saigon.

SEKKOW MARU Monday, 27th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.

PARIS MARU (From Shanghai) Friday, 17th June.

HAIPHONG—Via HOIHOW & PAKHOL.

TAIKWA MARU Tuesday, 21st June, 10 a.m.

MIENADO MARU Tuesday, 5th July.

NEW YORK—Via Japan ports, San Francisco and Panama.

HAWANA MARU (From Shanghai) Saturday, 2nd July.

FOR TIENTSIN VIA TSINGTAU

KINZAN MARU End of May.

TIENTSIN & TSINGTAU

JAPAN PORTS

HONOLULU MARU Monday, 20th June.

SEATTLE MARU Friday, 24th June.

KEELUNG VIA SWATOW & AMOY.

KAJO MARU Sunday, 12th June, 11 a.m.

MIENADO MARU Wednesday, 22nd June, 11 a.m.

TAKAO VIA SWATOW & AMOY.

KOTSU MARU Thursday, 16th June, 10 a.m.

DELI MARU Thursday, 30th June, 10 a.m.

TAKAO

BUSHO MARU Tuesday, 14th June.

BAIREN—Via TAKAO

BUSHO MARU Tuesday, 14th June.

KISHU MARU Thursday, 22nd June.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.

Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

CHINA BORNEO SHIPPING CO.

Hong Kong-Borneo Line.

PROJECTED SAILINGS OF THE**S.S. "FUH TAI"**

HONG KONG	Departure	Sailed	5 a.m.
JESSELTON	Arrival	May 29	3 p.m.
JAMBANGAN	Departure	" 29	6 a.m.
	Arrival	" 30	6 a.m.
SANDAKAN	Departure	" 31	3 p.m.
TAWAU	Arrival	June 1	5 p.m.
SEMPORNA	Departure	" 2	4 p.m.
	Arrival	" 3	5 a.m.
LABAD DATU	Departure	" 4	6 a.m.
	Arrival	" 5	6 a.m.
SANDAKAN	Departure	" 6	6 a.m.
	Arrival	" 7	6 p.m.
HONG KONG	Arrival	" 13	Noon

Excellent accommodation for Saloon Passengers.

Through Bills of Lading issued to other B. N. Borneo Ports.

For Freight and passage apply to—

W. WATT & COMPANY, Agents.

27, Connaught Road West, Second Floor. Phone C.4968.

THE EAST ASIATIC CO. LTD.**COPENHAGEN.**

The M.S. "AFRIKA"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian ports on or about: 27th June.

Further sailings—

M.S. "MALAYA" Expected on 12th June. Will leave homeward bound on or about: 12th June.

M.S. "DANMARK" 5th July.

M.S. "JAVA" 2nd August.

M.S. "ASIA" 5th September.

M.S. "AFRIKA" 6th October.

Subject to change without notice.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA, INCLUDING NEW ZEALAND AND

QUEENSLAND PORTS, AND RED SEA, EGYPT,

CONSTANTINOPLE, GREECE, LEVANTINE

PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
KASHMIR	8,885	11th June Noon	Marseilles, London & Antwerp
MIRZAPORE	6,716	15th June	Marseilles & London
KANTUA	10,946	25th June	Marseilles & London
KHIVA	9,135	9th July	Marseilles, London & Antwerp
KALYAN	9,144	16th July	Marseilles, London, Antwerp & Hull
ALIPORE	5,273	21st July	Straits & Bombay
MACEDONIA	11,120	23rd July	Marseilles & London
NYANZA	7,023	3rd Aug.	Straits & Bombay
KASHGAR	9,005	6th Aug.	Marseilles, London & Antwerp
RAWALPINDI	16,619	20th Aug.	Marseilles & London
KHYBER	9,114	3rd Sept.	Marseilles, London & Antwerp

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	12th June 2 p.m.	Singapore, Penang & Calcutta
TALMA	10,000	30th June	Singapore, Penang & Calcutta
TAKLIWA	7,936	7th July	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne.
ARAFURA	6,000	29th July	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports en route as inducement.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	12th June 6 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka
KALYAN	9,144	16th June	Shanghai, Moji & Kobe
TAKLIWA	7,936	17th June	Amoy, Moji, Kobe & Osaka
ALIPORE	5,273	18th June	Shanghai, Kobe & Osaka
MACEDONIA	11,120	24th June	Shanghai, Moji, Kobe & Yokohama
NOVARA	6,589	29th June	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	5th July	Shanghai, Moji, Kobe & Yokohama
NYANZA	7,023	8th July	Shanghai, Moji & Kobe
RAWALPINDI	16,619	22nd July	Shanghai, Kobe & Yokohama

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C. HONGKONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO. LTD. & CHINA MUTUAL S.N. CO. LTD. AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF KOBÉ"	Via Suez Canal	18th June
S.S. "AGAPENOR"	Via Suez Canal	3rd July
S.S. "CITY OF CHESTER"	Via Suez Canal	17th July
S.S. "HELENUS"	Via Suez Canal	31st July
S.S. "CITY OF BEDFORD"	Via Suez Canal	14th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO. LTD., Canton.

FLYING BOATS.

CO-OPERATION WITH
STEAMSHIPS.

GREAT BRITAIN'S NEED.

In a lecture which he gave to the Royal Aeronautical Society, Major R. E. Penny, A.F.R.Ae.S., pointed to the necessity for Britain to concentrate on seaplane building, and indicated the future co-operation between seaplanes and steamships.

He declared that we in Britain, who by tradition are more intimately associated with the design of craft for sea operation than any other country, and have led the world in shipbuilding and ship operation, have designers and manufacturers who equally well pioneered the development of seaplane and flying boat design.

After an historical survey of seaplane development, prior to, and during the War, Major Penny added—in the early stages the difficulties which had to be encountered were much greater than in the case of land machines. A crash very often led to the complete loss of the seaplane, and therefore it was impossible to find the cause of the accident. A further difficulty was the fact that the problem of "getting off" and alighting was not the simple one of dealing with the surface where fixed, but conditions varied from day to day, and all these varying conditions of tide, weather and sea had to be met with, and the problems arising from them solved, quite apart from any question of making the machine a good type of aircraft.

Size.

It is only now after the long years of development, that one is able to see the great improvement that has been made in the design of seaplanes and flying boats to withstand the buffeting of rough seas, to take off and alight with a minimum amount of spray, and finally to obtain a structure which was relatively as light as in the aeroplane of corresponding weight.

Experience has shown, and it is indeed obvious, that the small flying boat with the single engine fitted in the wing structure can never be aerodynamically efficient, and in consequence of this the development of the large multi-engine machine has become a necessity. As in the case of ships, the larger the vessel the more seaworthy, and this circumstance will inevitably lead to a great increase in size. The many complicated and controversial problems with regard to the design and handling under operational conditions of large flying boats can only be satisfactorily solved by gradual development. If this development were limited entirely to increase in size without alteration of geometrical form or of the materials used in construction, a limit of useful size might almost be within sight.

Seaworthiness.

The experience already obtained in the design and construction of large flying boats and aeroplanes has shown that still larger machines can be built than those already constructed without that increase in structural weight which theoretical considerations show must ultimately impose a limit on size.

There is one feature in the development of big machines, viz., the size and disposition of the power units and propellers that will have a determining influence upon the future size of aircraft. As the flying boat increases in size, so there should be an increase in the clearance for clearance for propeller, and therefore a greater seaworthiness in rough weather.

It is a matter of actual experience that in the larger boats which have been built to-day, the water clearance for the propeller is not greater than in the smaller ones, owing to the employment of a similar number but larger size power units which call for an increase in size of propeller with increased size of boat. If full advantage is to be taken of the greater seaworthiness of the large boat the power units must be increased in number and not in size. The same diameter propeller as in the smaller craft will then be used and the propeller clearance greatly increased. Otherwise the seaworthiness of the large flying boat will be more apparent than real.

New developments to-day in the use of variable wings, in the employment of higher loadings and full application of metal construction will all have their cumulative effect in making design more efficient.

As great, or even greater, possibilities lie ahead of us in the use of higher compression ratios in the engine and consequent fuel economy and geared variable pitch propellers, increased efficiency of the power unit and reduced fuel consumption offer bigger scope to-day for seaplane improvement than almost any other channel. All of these improvements will make still more apparent the improved conditions which the large flying boat offers, owing to its increased efficiency and increased range.

It is not only for military and naval purposes that we in the British Empire have to consider the large seacraft. For commercial

work the seaplane or flying boat has qualities to offer to the travelling public greater than the corresponding land machine once it is proved to the public that travel by air over the sea is not attended (except as a very remote possibility) by the chance of forced alighting and shipwreck. The aeroplane, where a large volume of passenger traffic is available, has to compete with railway services with speeds of anything up to 60 m.p.h. The seaplane or flying boat rarely has to consider anything more than a 15 or 17 knots competitor.

It is a fact to-day that the aeroplane alone offers a real advantage as a competitive means of transport to land and sea facilities where narrow straits of water have to be crossed which greatly decrease the normal rate of travel. An excellent illustration of this is the London-Paris service.

For Britain development of the seaplane is of paramount importance. We do not possess aerodromes or alighting harbours closer than Gibraltar or Malta. These provide much better facilities for flying boats than for land machines. All along our present trade routes where coaling stations exist for the Navy, seaplane bases have been or could be formed. We have, therefore, with little expense, all the harbour organisation available for the development of seaplane or flying boat routes, and these lie at points already familiar to the traveller by sea and are available at little cost to the country. Wherever we look on Imperial air routes, the situation is marked out for development by flying boats. The routes were opened up by steamships, and it is only now by the use of the higher speed form of transport by air that speeds along these routes can be accelerated.

The steamer "Iriana"—the third and last of the passenger and fruit-carrying vessels which Messrs. Workman, Clark and Co., Belfast, are building for the United Fruit Company, Boston, has been launched. The vessel is 355ft. in length and will have one set of triple-expansion engines, obtaining steam from four large cylindrical multitubular boilers working under forced draught and burning oil fuel. The "Iriana" is expected to be ready for service next month.

WATER SUPPLY.

Level and Storage of water in
Reservoirs on June 1, 1927.—

CITY AND HILL DISTRICT WATER

WORKS LEVEL.

	1926	1927
Tytam	192' 5" B. Level	
Tytam Byewash	17' 4" B. 2' 9" B.	
Tytam Intermediate Level		
Tytam Tuk	32' 3" B. Do.	
Wong Nei Chung	21' 10" B. 3' 3" B.	
Pokfulam	20' 6" B. 3' 4" B.	

[Note: B. denotes "Below Overflow." A denotes "Above Overflow."]

Storage in millions and decimals
of gallons.

	1926	1927
Tytam	246.65	384.80
Tytam Byewash	4.27	18.52
Tytam Intermediate	195.90	195.90
Tytam Tuk	744.68	1,419.00
Wong Nei Chung	8.64	26.24
Pokfulam	23.50	58.78

Total

Consumption of water in the City

and Hill District in millions and decimals

of gallons during the month of

May:—

	1926	1927
Consumption	264.09	248.79
Estimated population	401,000	411,910

Consumption per head

per day (gallons) .. 21.3 23.1

Constant Supply in all Rider Main

Districts during May 1926 and 1927.

KOWLOON WATER WORKS

LEVEL.

Kowloon Reservoir 5'11" B. Level

Shek Lai Pui Reservoir 19'11" B. 20' 4" B.

Reception Reservoir .. 7' 9" B.

Storage in millions and decimals

of gallons.

	1926	1927
Kowloon Reservoir	208.69	352.50
Shek Lai Pui Reservoir	32.63	71.50
Reception Reservoir		

Total

Consumption of water in Kowloon

in millions and decimals of gallons during

the month of May.

	1926	1927
Consumption	72.88	87.08
Estimated population	158,200	160,240

Consumption per head

per day (gallons) .. 16.1 17.5

Full Supply in all districts during

May 1926 and 1927.

The Government Analysts' reports

show that the quality of the water is

satisfactory.

Total rainfall to May 31, 1926,

30.35; May 1927, 41.77.

REPORT FROM

BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

Place of Observation	Highest W.L. on record	Lowest W.L. on record	W.L. on 8/6	W.L. on 9/6
West River at Shinglung	4' 41.6"	0' 0"	+ 0.6"	+ 0.8"
North River at Tungyong	4' 23.7"	0' 0"	+ 11.4"	+ 11.3"
North River at Samshui	4' 27.8"	0' 0"	+ 7.2"	+ 7.6"
East River at Shinglung	4' 15.2"	0' 0"	+ 7.5"	+ 7.6"

* For the 6th.

OVERLOADING.

BOARD OF TRADE
CONSIDERING PENALTIES.

THE CASE OF THE "EASTWAY."

In the House of Commons, Mr. Cadogan asked the President of the Board of Trade whether, in view of the finding of the court of inquiry into the loss of the steamer "Eastway," with 23 lives, to the effect that the registered manager was culpable and blameworthy in connection with her overloading, the Board of Trade proposed to institute proceedings against him for misdemeanour; whether, if the costs of the inquiry exceeded the sum of £1,000, for which the registered manager had been made liable, the excess of such expenses would have to be borne by the taxpayer; and whether his Majesty's Government would introduce legislation to increase the punishment for the offence of overloading.

Sir Burton Chadwick.—The question is being considered whether the evidence in the case of the "Eastway" is such as to justify proposing further proceedings. Wreck inquiries are conducted at the public expense, and any balance on the vote. I will consider whether further penalties are necessary or desirable for the purpose of preventing overloading at ports abroad.

EASTERN PORTS' HEALTH.

The health bulletin of Eastern

ports for the week ended June 4

is as follows:—

Plague: 1 case at Alexandria, 2 at Bombay, 2 at Rangoon, 3 at Colombo; Cholera: 39 cases at Calcutta, 3 at Karachi, 5 at Negapatam, 3 at Bangkok, 37 at Haiphong, 2 at Saigon, 1 at Tourane. Smallpox: 31 cases at Bombay, 38 at Calcutta, 11 at Karachi, 2 at Madras, 23 at Rangoon.

The Brussels Steamship Company (Limited), London, have placed with the British and Foreign Shipbuilding Company (Limited) an order for a cargo steamer of 800 tons deadweight and about 650 tons gross. The vessel, which will be a repeat of the City of Brussels, built by the same firm for the same owners in 1925, will be specially designed for passing through the canal locks and under the bridge between Antwerp and Brussels, and will have adjustable masts, ventilators, and funnel.

CONSIGNEES.

SERVICES CONTRACTUALS DES

MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship

"PORTHOS"

BRINGING CARGO FROM Marseilles,

&c.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO., LTD., KOWLOON, whence delivery may be obtained immediately after landing. All claims must be sent in to me on or before THURSDAY, the 16th instant, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on MONDAY, the 12th May, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.

Hong Kong, 7th June, 1927.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT" LINERS

TO SAN FRANCISCO VIA HONOLULU,
SHANGHAI, KOBE & YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT TAFT.....Tuesday, June 2nd at

PRESIDENT JEFFERSON.....Tuesday, July 5th.

PRESIDENT GRANT.....Tuesday, July 19th.

PRESIDENT MADISON.....Tuesday, Aug. 2nd.

PRESIDENT JACKSON.....Tuesday, Aug. 16th.

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE

SPECIAL LOW RATES.

Via San Francisco or Seattle.

\$120 \$112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway lines across United States and

Canada, with liberal stop-over privileges for Sightseeing.

Ask for information. Following are suggested itineraries:—

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
June 15	Seattle	Geo. Washington	July 13	Panama-Cruz July 21
June 21	San Francisco	Homeric	July 23	Panama-Cruz July 29
June 29	Seattle	Leviathan	Aug. 1	Panama-Cruz Aug. 7
July 5	San Francisco	Majestic	Aug. 8	Panama-Cruz Aug. 12
July 12	Seattle	Serenity	Aug. 10	Panama-Cruz Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	Panama-Cruz Aug. 26
July 27	Seattle	Agassiz	Aug. 24	Panama-Cruz Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 8	Panama-Cruz Sept. 12
Aug. 9	Seattle	Mauretania	Sept. 8	Panama-Cruz Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	Panama-Cruz Sept. 23
Aug. 23	Seattle	Boregaria	Sept. 21	Panama-Cruz Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	Panama-Cruz Oct. 7

TO SEATTLE AND VICTORIA VIA
SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON...Wednesday, June 15th 7.30 a.m.

PRESIDENT MCKINLEY.....Wednesday, June 29th.

PRESIDENT LINCOLN.....Wednesday, July 13th.

PRESIDENT CLEVELAND.....Wednesday, July 27th.

PRESIDENT PIERCE.....Wednesday, Aug. 10th.

Thereafter Fortnightly Sailings on Wednesday.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—

PORT SAID—ALEXANDRIA—NAPLES

—GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT WILSON...Tuesday, June 21st 6.00 a.m.

PRESIDENT VAN BUREN.....Tuesday, July 5th 8.00 a.m.

PRESIDENT POLK.....Tuesday, Aug. 2nd 8.00 a.m.

Ex S.S. "EMPRESS OF RUSSIA"
Just arrived fresh Shipment
Finest American

CHOCOLATES

from
H. D. FOSS & CO.

Exquisitely packed in beautiful
Boxes. New styles and new
flavours.

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Nam Wah Preserved Ginger Manufacturers
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YU HSIN HOSIERY COMPANY.
Manufacturers of
SHANTUNG SILK & LINEN HOSIERY.
Excellent Workmanship and Durability assured.
Prompt attention given to both large and small orders.
Agent:—TAK YUEN CHEONG, LEE YUEN CHEONG & CO.,
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Ever Wear and Chipman's
SILK
HOSIERY
in all fashionable Shades.
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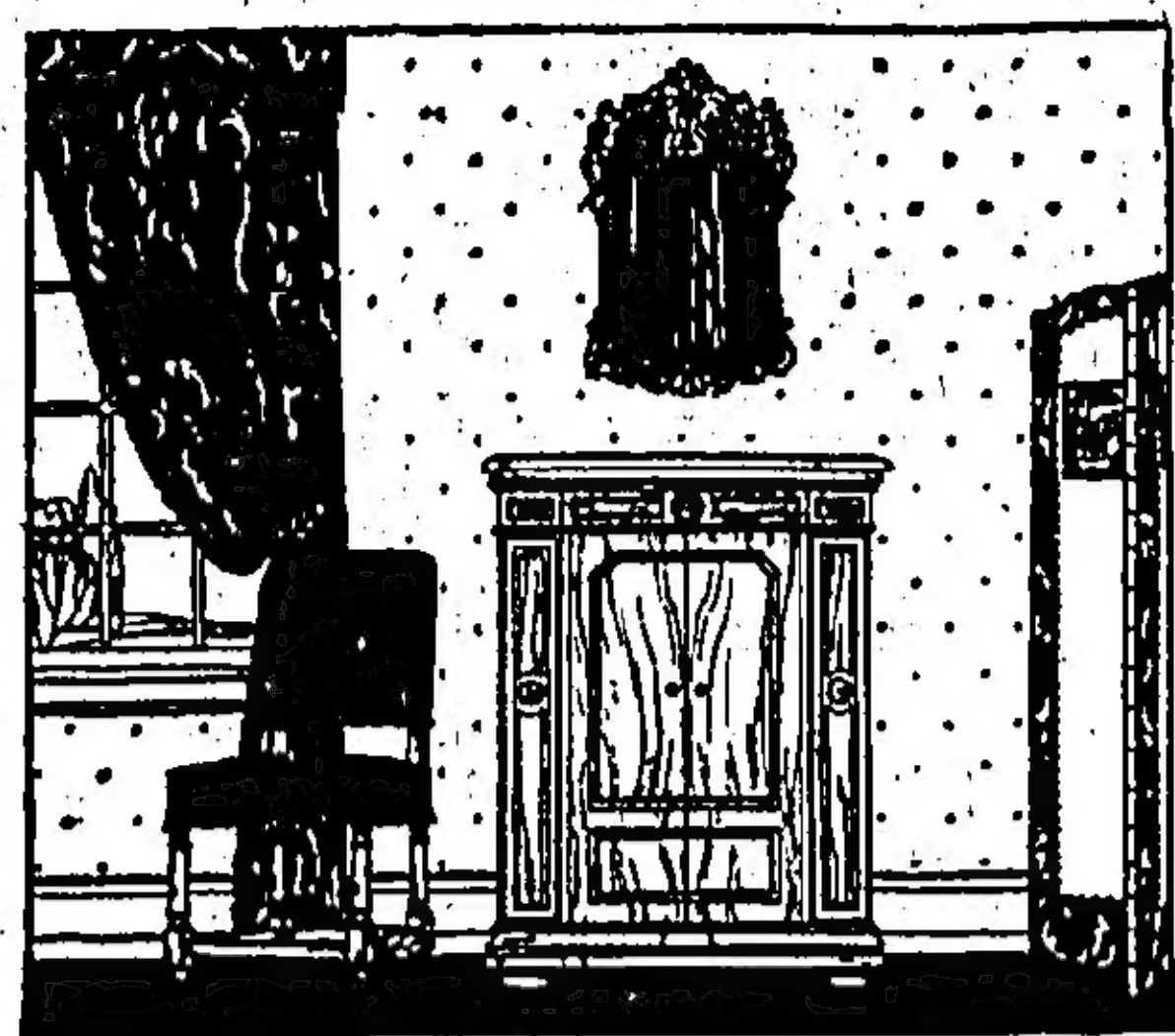
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Moderate rates, Punctuality and Excellent Quality.

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Perfect fit guaranteed.
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Successor to
the late SIEN TING,
14, D'Almeida Street.
TERMS VERY MODERATE
Consultation Free.



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... in one great instrument

THE new Orthophonic Victrola broadens the
confines of your home to include the whole
world of music—past and present—the latest
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Published by

The Newspaper Enterprise, Ltd.

Printers & Publishers

No. 5, WYNDHAM ST., HONGKONG

Telephones Central 22 & 4641.

Cable Address: — Mail, Hongkong.

All communications should be
addressed to the Newspaper Enterprise,
Ltd., to whom all remittances
should be made payable.

London Office:—The Far Eastern
Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Saturday, June 11, 1927.

SATURDAY CAUSERIE.

Linking up the Empire by air
has now become simply a question
of adequate finance and careful
organisation, according to Sir
Sefton Brannock, Director of
Civil Aviation, who recently re-
turned from a four months' aerial
tour. There are in his opinion no
technical difficulties that cannot
now be overcome and the initial
steps in the inauguration of the
scheme will be the carrying out of
tests with large multi-engine
flying boats which will finally give
services along the ocean sections
of the Empire air lines, providing
vital links in the 10,000 mile air
chain before long should
extend from London to Australia
and to the Far East. These tests
will be all the more keenly follow-
ed in Hong Kong in view of the
part that the Colony is to play in
providing a centre for linking up
the Far East with the Empire
chain. Difficulties of finance and
organisation have yet to be over-
come but in the light of recent
civil aviation achievements, an
optimistic outlook as to a com-
paratively early commencement
of the service would appear to be
justified.

Apprehensions on the part of
the uninitiated as to the safety and
reliability of aerial transport will
probably militate against the gen-
eral use of the service at first
but, in this connection, it is in-
teresting to note the following
figures given by Sir Sefton. Since
the War, over 5,000,000 miles had
been flown on British air lines

equal to 200 times round the
world, and there have only been
four fatal accidents. On that re-
cord it cannot be pleaded that air
transport, properly administered,
is dangerous. With regard to the
airships which are included in the
new aerial developments, two
big ships are at present under
construction, each of 5,000,000
cubic feet, more than twice as big
as any airship yet built, and cap-
able of carrying a hundred
passengers. Each will be fitted
with a dining room for fifty per-
sons, a lounge, and smoking room.
They will cruise at 65 miles an
hour, permitting Egypt to be
reached in two days, Ceylon in
four and Australia and the Far
East in nine to ten. These air-
ships will be like the old sailing
ships, seeking trade winds to help
them and avoiding storms. It will
be extremely interesting—not to
mention convenient—and the life
and soul of it will be accurate
weather reporting.

The writing off by the Peak
Tramway Company of the cost of
the Wanchai and Wanchai Gap
survey shelves a scheme which,
by providing quick transport to
remote districts of the higher
levels, would be a great boon to
present residents in these areas,
and would lead to considerable de-
velopment, particularly in the
Mount Cameron district. The de-
cision of the Company is a sequel
to the indication given a year ago
that unless the Government was
prepared to help in the way of
guaranteeing a dividend for a
certain period, the scheme would
have to be abandoned. That the
Company has realised the possi-
bilities of such a scheme is ob-
vious from the fact that they
incurred considerable expense in
undertaking the survey but they
are evidently of the opinion that
the returns would not for a con-
siderable period be commensurate
with the expenditure. In this,
they have the early experience of
the present Peak Tramway to
guide them. From 1889 to 1892
they received no dividend from
the line and it was not until 1893
that they were able to pay a di-
vidend of over 7 per cent.

Looking to the developments
the scheme would bring about, it
is a pity that the Govern-
ment has not seen its way
clear to give some kind of
guarantee for a period, as
undoubtedly, by making possible
the development of the Peak as a

residential area the Company has
helped the Government consid-
erably. There were few houses and
no hotels on the Peak when the
present line was opened. The
difficulties in the way of laying
the line to Mount Cameron would
be considerable. A lot of private-
ly owned land between Murray
Barracks and Wanchai Gap would
have to be traversed, and con-
siderable expense would have to
be incurred in overcoming the
gradients to Wanchai and Morri-
son Gaps. For a tramway scheme
to be a success financially, there
would have to be a fairly con-
siderable and stable demand, and
with the growth of motor trans-
port one is led to wonder whether
there would be this demand at
present. Having regard to the
economic factors involved, the de-
cision of the Tramway Company
appears to be the only one they
could come to at the present, but
it is to be hoped that the last has
not been heard of the scheme and
that when times are more propit-
ious the subject will be again re-
viewed.

Whilst the British Government
has no wish to interfere in the
domestic politics of Egypt, it has
been obliged to take safeguards
in view of the organised attempt
to convert the Army into a
weapon at the disposal of the
Wafd party. Three warships
have been despatched to Egyptian
waters in the belief that their
presence will have a restraining
influence on the disorderly
elements endangering the lives
and interests of foreigners; mean-
while, the conversations between
Lord Lloyd and the Egyptian
Government are progressing.
Since the British Protectorate of
Egypt ceased in 1922, the Egyp-
tian Nationalists have seized
every opportunity of shewing
their annoyance at the measure
of control which, under the new
constitution, British undertook
in the matter of the defence of
the country and the protection of
foreigners. These precautions
were rendered necessary owing
to the attitude of the Wafd ex-
tremists to British interests in
the Sudan and to the danger of
other Powers contending for con-
trol of Egypt's destinies in the
event of British protection being
withdrawn. The fall of Adly
Pasha's Government in April
strengthened considerably the
hands of the Egyptian Extrem-
ists; the present coalition being
entirely at the mercy of the Wafd.
Whilst the chief hope has always
been an understanding with
Zaghlul Pasha, the one man with
sufficient personal popularity to
carry through an unpopular
policy, his attitude in regard to
the army of occupation and the
position of British military offi-
cers and civil officials has made a
settlement difficult.

PUBLICITY PAYS.

TRIBUTE TO NEWSPAPER
ADVERTISING.

MILLIONAIRE'S VERDICT.

Chicago.—Clarence Saunders, ex-
head of the Piggly Wiggly chain of
grocery stores who went broke two
years ago, at which time he owed
\$150,000, now rates himself a mil-
lionaire again and says he got that
way because he didn't care for
money.
Newspaper publicity helped him
considerably to regain his feet.
In an address before the Illinois
Manufacturers' association, Mr.
Saunders revealed to-day that in the
past two years he has paid off his
\$150,000 debts and then, on borrow-
ed capital of \$12,000, started a new
chain of grocery stores which have
been so successful that 231 such
stores in 150 towns are being op-
erated under his franchise.

"Worked Wonders."
Most of the \$12,000, he said,
went into newspaper advertising
which he said had "worked won-
ders."
"Money in itself never has been
my object," said Mr. Saunders, 46,
whose home is in Memphis, Tenn.
"That is why I was able to do it. It
was the organization I wished to
build that is what I have built."
When I lost my fortune and my
stock in Piggly Wiggly through a
fight on Wall Street, I was penni-
less, jobless and homeless. I didn't
wait to move over my losses, but
started right in again, because
money in itself didn't mean any-
thing."

CHEFOO EN FETE.

BRITISH CELEBRATE EMPIRE
DAY.

ADDRESS BY BISHOP SCOTT.

[From Our Own Correspondent.]

Chefoo, May 31.

Empire Day commenced with
threatening clouds overhead which
caused the weather prophets to
shake their heads and foretell that
a damp and disappointing day was
all that could be expected, but be-
fore noon the sun shone out in all
his glory, which enabled the day's
programme to be carried out under
ideal conditions.

The day opened with a short but
impressive service at St. Andrew's
Church, conducted by the Rev. B. M.
McOwan, the Port Chaplain. It
was fortunate that the Rt. Rev.
Bishop Scott was in port, and he
gave a practical address which was
much appreciated by the large con-
gregation present.

The Bishop referred to the gift
recently given by the trustees of
the Queen Victoria Jubilee Fund,
whereby the present wall and rail-
ings in front of the west side of
the Church are to be replaced by
iron railings and an iron gate with
suitable inscriptions as a memorial
to the late great and beloved Queen
Victoria. At the close of the ad-
dress The National Anthem was
sung.

"At Home."

At noon the British members of
The Club were "at home," to all
friends, who gathered in large
numbers and did hearty justice to
the good innings provided. The
Club grounds were most tastefully
laid out, and the decorations as well
as the appetizing dishes and the
"loving-cup" were much appre-
ciated and admired by all. As
several ships are here a number of
guests from the "Magnolia," "Preston"
and the "Hulbert" joined with
us in our celebrations.

At 3 p.m. a great gathering as-
sembled on the C.I.M. Boys' School
Field for the afternoon sports. The
function was opened with a stirring
speech from Mr. Russell Brown,
H.B.M. Consul, the singing of the
National Anthem, and the unfurl-
ing of the Union Jack at the call
from the "Magnolia's" bugler.

The Sports.

The sports were all carried out
in fine form, and thoroughly en-
joyed, both the contestants and the
spectators entering thoroughly into
the fun. The Settlement's team
won in the tug-of-war against the
"Magnolia's" team, and the "Preston"
team took the laurels against the
"Hulbert's" team. The pre-
liminary event was undoubtedly the
"passing of the hall" by the C.I.M.
Girls' School, the team work of the
girls being excellent. During the
interval the ladies' committee pre-
sided at the tea tables, when the
children as well as the visitors en-
joyed a most excellent repast.

The prizes at the end of the day
were presented to the winners by
Mrs. Russell Brown, who gave a
word of greeting to each of the
recipients as they came forward,
and the usual three cheers and a
tiger with various votes of thanks
brought a most enjoyable day to a
close.

During the evening a capital
show was staged at the Chefoo
Club by our talented local artist,
assisted by several of the men from
the British man-of-war, who car-
ried out a variety programme to
the great enjoyment of all present.
At the close, dancing was very
much to the fore.

The committee responsible for
the whole day and all its happen-
ings was composed of the follow-
ing:—Messdames Russell Brown,
Eckford, and McCarthy, and Messrs.
Russell Brown, V. R. Eckford, R. A.
Eckford, H. E. Raiton, and G.
Welch, with Mr. W. Malcolm, Jun.,
as treasurer.

The rope used in the tug-of-war
was presented to the Boys' School
by H.M.S. "Magnolia" at the end
of the Sports.
During the visit of the "Magnolia"
a cricket match was arranged
between a team from the ship and
the C.I.M. Boys' School. A large
number of friends turned out to see
the game and were not disappointed
as the play was good throughout.
The School won by an innings and
seven runs, which was a most ex-
cellent performance, as the boys
rarely get the chance of playing
against a team of visitors.

A BANDIT RAID.

ATTACK NEAR CHEFOO
BEATEN OFF.

[From Our Own Correspondent.]

Chefoo, May 30.

Bandits have dared to come
within a very few miles of this
Port during the past week, causing
a good deal of trouble amongst the
villagers in the surrounding dis-
trict. Commander Wang went out
and engaged them in battle, taking
several prisoners, wounding others,
and scattering the rest, who went
towards Fuh Shan Hsien, appar-
ently to continue their depredations.

A LIVE WIRE.

A shop coolie, 18, residing at
242, Des Voeux Road Central was
fatally electrocuted by reason of
his hand coming in contact with a
live wire on an electric fan in the
kitchen. The body was removed to
the mortuary.

MORE WATER.

INCREASED STORAGE IN
RESERVOIRS.

CONSUMPTION FIGURES.

The comparative increase in the
recent rainfall figures is reflected
in the water returns, both for
Hong Kong and Kowloon. On
June 1 there were 2,108,240,000
gallons stored in the City and hill
district water works, against
1,223,640,000 gallons on the same
date in 1925. Kowloon's supply
on June 1 last was 424,000,000
gallons, compared with 326,320,000
gallons a year previous. On the
Island the Tytam Tui reservoir
shows the largest increase, holding
1,419,000,000 gallons at the begin-
ning of the current month against
195,900,000 gallons on June 1, 1925.
With an estimated population in
Hong Kong on June 1, 1927 of
411,920, there was during May a
daily consumption per head of 23.1
gallons, compared with a per
capita consumption of 21.3 gallons
at the same period a year ago,
when the population was put at
401,600. All rider main districts
registered a constant supply dur-
ing May last.

Consumption in Kowloon also
shows an increase, that during
May of this year being 17.5 gallons
per head per diem against 15.1
gallons in May, 1926. The respec-
tive estimated populations are
given as 160,240 and 155,200.
Here, too, there was a full supply
during the month under review.
Government analytical reports
show that the quality of the water
is satisfactory.

LAST MONTH'S RAIN.

The rainfall for the month of
May at the Botanical Gardens was
26ins. 38 on 22 days, at the Matilda
Hospital, Mount Kellett, it was
19ins. 23 on 21 days, and at the
Police Station, Tai-po, it was 16ins.
32 on 19 days.

The lowest reading of the bar-
ometer (M.S.L.) was 29ins. 532 at
18h. on the 30th and 17h. on the
31st.

The maximum squall velocity, as
recorded by the Dines-Baxendell
anemograph, was at the rate of 56
miles per hour at 13h. 40m. on the
17th.

TROOPS' CONCERT.

ANOTHER EXCELLENT
SHOW.

The "Cheer O" Y.M.C.A.,
Chater Road, was the scene of
another excellent concert yester-
day evening, when Mrs. A. P.
Hamilton, assisted by a party of a
dozen ladies and gentlemen, en-
tertained a large audience with
selections of a varied nature.

Miss Aileen Woods was indeed
the "Tommy's" favourite and
had to sing seven songs before
they would let her retire. All
artists combined to make the
evening a success—Mr. G. W. C.
Burnett in humorous vein, and
Messrs. C. W. E. Bishop, J. W.
Blackley, T. G. Paterson, F.
McCormac, B. Batt, and Poxon,
with songs. Mrs. Costen led the
community singing. Mrs. H.
Balean rendered some tasteful
violin solos, and Mr. E. W. Pearce
came forward with recitations.
The accompanists were Mrs. C. P.
James and Mrs. Harry Woods.

These concerts are given at the
"Cheer O" Y.M.C.A. every Tues-
day and Friday. Mr. G. W. C.
Burnett and the Talkoo Enter-
tainers being respectively respon-
sible for the arrangements.

To-night there will be a Whist
Drive in the "Cheer O" and for
Saturday, June 18, a bumper con-
cert is promised at the City Hall,
full details of which will be
given later.

LOCAL PROBATE.

\$197,500 LEFT BY DR. F. O.
STEDMAN.

Local estate valued at \$197,500
was left by Doctor F. O. Stedman,
a former local resident who died at
his residence "Bramcote," Wey-
bridge, Surrey, on February 2.
Net personal estate in England
amounts to £101,041.

Re-sealing of probate has been
granted to Mr. D. H. Blake of
Messrs. Wilkinson and Grist, law-
ful attorney of the widow and Mr.
N. W. Stedman, a son, who are the
executrix and executor.

His house "Bramcote" deceased
bequeaths to his widow,
to his two sons and daughter he
leaves \$2,000 each and to his two
brothers and a sister \$1,000 each.
To the Weybridge Cottage Hospital
he leaves \$500 and the remainder
grants to servants, the remainder
of the estate is directed to be sold
and converted into cash, the income
from the investment to be held for
his widow, and on her death for the
children.

A Chinese female, 18 years of
age, has been removed to hospital
suffering from an overdose of an
unknown poison, believed to have
been self-administered.

A Chinese living at No. 52, Bon-
ham Road reports to the police that
his rent collector disappeared on
June 8. Complainant had since re-
ceived a letter from the man tell-
ing him that the collector gathered
in \$200 in rents before he left.

LOCAL LAWS.

(Continued from Page 1.)

Foreign Functionaries.

10. One class of persons is in this Ordinance omitted from the list of persons entitled to registration in the second part of the register, i.e., "salaried functionaries of foreign Governments not carrying on business." It is obvious that such functionaries should be excluded from liability to jury service, but it is thought that they would not desire to be included in the Sanitary Board electorate.

11. A new sub-section is added to section 8 of the principal Ordinance. This sub-section makes personation at Sanitary Board elections an offence, and it also makes it an offence for any person to procure his registration on the second part of the register by means of any false representation. The penalty provided is a fine not exceeding \$500 or imprisonment for any term not exceeding three months or both fine and imprisonment. In England personation at parliamentary or municipal elections is a felony punishable by imprisonment for any term not exceeding two years with hard labour; see 35 and 36 Vict. c. 33, s. 24.

NEW DEFINITION.

Local Reinforced Concrete Buildings.

12. The rules for Sanitary Board elections contained in Schedule C to the principal Ordinance are being revised. A draft Order in Council is published with this draft Ordinance.

13. Reinforced concrete construction has been developed largely since the passing of the principal Ordinance. The second object of this Ordinance is to deal with in relation to the questions of public safety and public health.

14. Section 3 of this Ordinance makes a few minor alterations in paragraph (8) of section 6 of the principal Ordinance. Some of these alterations are made for the sake of greater uniformity with the new definition of exceptional building which is referred to in the following paragraph.

Development in Recent Years.

15. Section 4 of this Ordinance amends the definition of exceptional building in paragraph (25) of section 6 of the principal Ordinance. The principal change in the definition is that buildings made wholly or partly of reinforced concrete are specifically referred to. They are included in the present definition under the words "every building of glass, iron or other material not provided for in this Ordinance," but it seems desirable to refer expressly to this particular form of construction which has come into prominence in recent years. It is also provided in the new definition that the term exceptional building shall include every part of every building which is an exceptional building within the meaning of the first part of the definition.

"Exceptional" Structures.

16. Sections 97 and 98 of the principal Ordinance are unsatisfactory. In the first place section 97 gives the Building Authority a wide discretion with regard to every exceptional building, while 98 gives him discretion with regard to a particular class of exceptional building. Again section 97 seems to consider only the question of the safety of the public, though it is obvious that the safety of a building might be of little importance to the public at large but of great importance to the persons using the building, e.g., the employees in a factory. Accordingly, section 7 of this Ordinance substitutes for section 97 of the principal Ordinance a section which gives the Building Authority discretion in the approval of the design, construction and situation of every exceptional building. The reference to situation is meant, for instance, to give the Building Authority power to refuse to allow a highly inflammable building to be erected in dangerous proximity to other buildings.

Building Authority's Discretion.

17. Section 8 of this Ordinance enacts a new section 98 which gives the Governor in Council power to make regulations governing the design, construction and situation of exceptional buildings generally. The present situation is that under this power the London County Council Reinforced Concrete Regulations will be introduced here with the necessary modifications, so soon as time can be found to adapt them throughout in detail. Until that is done the Building Authority proposes to use his discretion under the new section 97 in accordance with the London County Council Regulations, so far as possible.

18. There is no definition of the meaning of the word "re-erection" in section 180 of the principal Ordinance, but it has always been assumed that when a domestic building is altered so as

to make the resulting structure a new building within the meaning of paragraph (39) of section 6 of the Ordinance the domestic building in question is to be deemed to have been re-erected. This will be expressly provided in the new sub-section added by section 10 of this Ordinance. That sub-section also provides that re-erection shall include every alteration which makes the resulting building an exceptional building.

MINOR CHANGES.

Substituting the Source of Permission.

19. The third object of this Ordinance is to make some minor amendments relating to water closets and water-flushed urinals. This subject is dealt with in section 9.

20. In the first place it is not right that the time of the Governor in Council should be taken up with a matter which, within limits, has become largely a matter of routine. The new section 162 therefore substitutes the permission of the Colonial Secretary for the consent of the Governor in Council, Government control is retained because, while the Board is fully competent to weigh sanitary conditions, it is often not in possession of the data necessary for dealing with other considerations which are sometimes involved e.g., questions of drainage and water supply.

Difference Explained.

21. In the second place, the only cases in which the removal of water closets or urinals may clearly be ordered under the principal Ordinance are the following:

- When they are a nuisance within the meaning of section 20 of the principal Ordinance.
- When (i) they were in existence at the commencement of the principal Ordinance and (ii) have, without the permission of the Board or the consent of the Governor in Council, a communication with a public sewer or private drain.
- When they are, in the opinion of the Board and of the Governor in Council, in an insanitary condition.

Other cases where there should be a clear power to remove readily suggest themselves, e.g., where there has been a breach of a condition of the permission, where the well from which the water supply was drawn has become defective, or where both parties intended originally that there should be a power of revocation. Accordingly, sub-section (3) of the new section 162 gives a magistrate power to order removal (a) where the construction was unlawful, (b) where the maintenance is unlawful, e.g., in breach of a condition, and (c) where the use is insanitary. It is also possible that removal might be necessary on some ground not specified in sub-section (3). Accordingly, sub-sections (4) and (5) give an absolute power of removal.

Cost of Removal.

- There are other minor alterations:—
- In section 162 of the principal Ordinance it is only construction that is an offence. The new section makes maintenance also an offence. That necessitates the distinction drawn in sub-sections (1) and (2) between construction before the commencement of the amending Ordinance and construction after date.
- The old section 162 applies only where there is connection with a sewer or drain. The new section will take effect in cases where the discharge is into a sump.
- Provision is made in sub-section (8) for recovering the cost of removal where it has to be done by the Building Authority.

FRENCH PLANS.

A PROPOSAL TO OUTLAW WARFARE.

Paris, June 10. The tentative proposals mooted by M. Briand in his public speeches for the past few months in favour of a Franco-American pact outlawing warfare have found their way into diplomatic channels. M. Briand is gratified that the reception given to his proposals in America has initiated conversations with the United States Ambassador.

Despatches from Washington up to the present indicate that the White House, while doubting the necessity of implementing the Franco-American arbitration treaty of 1914, is in nowise disposed to reject the opening of official negotiations provided the scope of the proposed pact is well defined before domestic building is altered so as

CHINA NEWS.

(Continued from Page 1.)

A military escort rode on the cow-catcher on sandbags in front of the engine, hung on to rails at the sides of the boiler and sat on the roofs of the coaches.

The rear of the train comprised open cattle trucks in which neglected and wounded lay in dirt and squalor. Only a few were bandaged and these with filthy cotton wool.

Blood and Dirt.

Squatting at the doors of the covered coaches were the not seriously wounded while inside one caught glimpses of bloody backs and limbs of the seriously wounded lying unattended in their own filth on the bare floor.

Arrival at Hankow brings no relief for the sufferers, for they are compelled to lie in the train still unattended until accommodation



General Chang Hua-hui who, as commander of the 12th division (under General Li Chai-yim of Canton) advanced to Hankow with Chiang Kai-shek but is now second or third highest officer in the Hankow Army.

can be found in the already overcrowded foreign hospitals or in pestiferous wards hurriedly improvised in the unhealthy native city.

All wounds are septic and many are rotting. There is a dreadful lack of medical and medical supplies. Most of the American and British doctors whose help would have been invaluable have now left China, driven out by the frenzied anti-foreign mobs.—Reuter.

EARLIER MESSAGES.

Shanghai General Lodges A Protest.

Shanghai, June 10.

General Pei Chung-hsi, Commander-in-Chief of the Nationalist forces in Shanghai has addressed a letter to the local Commissioner for Foreign Affairs requesting him to protest to the British Consul against British aeroplanes flying over Chinese territory. He adds "if any further flights take place I will order my men to fire and in the event of anything untoward taking place we certainly cannot be blamed."—Reuter.

Boycott Threats.

Shanghai, June 10.

There has been some talk during the past few days of a decision of the local Kuomintang to renew the anti-British boycott and to commence a boycott against the Japanese, but local representatives of the Nanking Government deny that the movement is serious, at least, as far as the British are concerned, and disclaim official connection therewith.

Threats of boycott have lost their terror with the British owing to the fact that there is now practically no British trade to boycott.—Reuter.

Shanghai Defences.

Shanghai, June 10.

The removal of all barbed wire barricades inside the Settlement started to-day, following a resolution passed at a meeting of the Municipal Council.

This does not affect the outer barriers separating the Settlement from Chinese territory, which are only "removable at the discretion of the military authorities."

The internal barriers in the French concession are also being gradually removed.—Reuter.

Hukwang Bonds.

Peking, June 10.

The half-yearly interest on Hukwang bonds due on June 15, has not yet been paid but it is understood that the Finance Ministry has sanctioned the payment, hence it is expected that the obligation will be met near the date due. This would make the loan payments a year in arrears as the December coupons which are not secured on the Salt Tax have not been met for the past two years.—Reuter.

New French C-in-C.

Shanghai, June 10.

Admiral Stoltz, the new French Commander-in-Chief in the Far East, has arrived.—Reuter.

MYTHICAL SPIES.

FRENCH SCOTLAND YARD STORY.

SPOOFING THE DETECTIVES.

Two Dutchmen, named Vandermeul and Van der Blis, who appeared before the Paris Correctional Court charged with swindling, are certainly no common swindlers.

Their audacity was such that they selected the offices of the Surete General (the French "Scotland Yard") to carry out their exploit, a piquant story of which was told to the Court, writes a Paris correspondent to the "Daily Chronicle."

One day in February last they called at the offices of the Surete General at the Ministry of Interior. They assured the official who received them that they were warm friends of France.

Tale Told to the Police.

Then they related, that while staying at Utrecht a few days before coming to Paris they had made the acquaintance of two German spies who were going to Metz to get important information concerning the French Army.

They knew that the two spies were going afterwards to Maubeuge.

"If you wish to send an inspector to Maubeuge with us," said Vandermeul, who alone of the two men could speak French, "You will be able to arrest the two German spies."

They apparently convinced the officials of the Surete General, who instructed an inspector to accompany the two Dutchmen to Maubeuge. They were to take the midnight train.

Dinner with the Inspector.

The inspector invited his companions to dinner at the cost of the Surete General, and handed the two men 1,000 francs, for which they signed a receipt.

When the inspector went to the station to meet the two men he had been arranged the Dutchmen failed to turn up.

They were arrested a few days later when they were about to take a train for Amsterdam.

Excess of Hospitality.

By way of explanation Vandermeul stated to the Court that if they missed the train for Maubeuge it was simply because the inspector had given them too good a dinner.

"As for the supposed German spies," remarked the Judge, "they only existed in your imagination as a means to swindle the Surete General."

"But in any case you must have been remarkably persuasive, as usually officials of the Surete General are not credulous persons."

Vandermeul was sentenced to six months' imprisonment, and his accomplice to four months.

\$20,000 FOR THE POOR

CANADIAN REQUEST TO ENGLISH PEOPLE.

A former London (Ontario) jeweller, named Peter Birtwistle, who died recently in the United States, has left \$20,000 to the poor of Colne, Lancs, where he was born. For some years (says Reuter) it has been his practice to send sums of money at Christmas to Colne for distribution among the poor of the district.

Peter Birtwistle was born in Colne, about 70 years ago, a poor boy of humble parents. His schooling, as was so often the case in those days, was slight but even when a youth his reading was immense.

"By hard study under most trying circumstances," a friend stated "Birtwistle continued to make his mark at school, and ultimately, by studying almost day and night, he obtained a post as a master in one of the day schools."

"However, he did not remain long, for within a few years he had migrated to Canada. It is about 50 years now since he went."

His Great Sympathy.

"Most of his acquaintances have forgotten him, but he forgot none of his old friends, and for the poor of Colne he had the greatest sympathy."

"Not long after he had gone to Canada it was stated that he had gone into the jewellery business, and a few years later had started on his own account."

"He visited his old town at long intervals, and the last time he was in Colne was in 1921."

The Town Clerk of Colne said that the exact amount of Mr. Birtwistle's legacy was not known, but it was at least \$20,000.

"He has done much for the poor here," said the Town Clerk, "but he did everything quietly. Every year he sent something for them, but so that the fact should not be advertised he sent it to friends to give away in secret."

The present legacy has been left to the Council to deal with, and it will be used to erect cottage homes to be named after him."

Mr. Birtwistle was unmarried.

EXILE FOR A GRAND MASTER.

Signor Donizio Torrigiani, former Grand Master of Freemasonry, has been arrested in Rome and removed to an unknown destination, following a sentence of five years' exile pronounced by a special commission. It was stated in the Zamboni trial that Signor Torrigiani, a fireless anti-Fascist, was the motive power behind persons accused in the trial of attempting to assassinate Signor Mussolini.

BISHOP OF LONDON.

RETURN HOME FROM WORLD TOUR.

INTERESTING INTERVIEW.

London, May 6.

The Bishop of London (Dr. A. F. Winnington Ingram) had much to say regarding Australia on his return from his world tour, when he was accorded a rousing reception.

Interviewed while journeying from Dover to London Dr. Ingram said "Immigration difficulties? Quite true, some of our people don't feel very comfortable in Australia. It is true, too, that Australians refer to British settlers as 'Pommies.' Then there are a few Bolshevik agitators who declare they do not want interference from an island 12,000 miles away, but they are not representative of Australia as a whole. There is no fear that Australia will become Americanised or wish to break away from the Empire."

"At the same time we must be careful not to rub Australia the wrong way. They have their difficulties as we have ours. We must respect their susceptibilities. Personally, I chaffed them about the word 'Pommie,' and reminded them that they were nearly all 'Pommies' or descendants of 'Pommies.' They took my remarks in good part. Then I pointed out that if they want a White Australia they must have white settlers or someone else may step in. Already there are Italians, Germans, Greeks and others. It would be a dog-in-the-manger policy to keep them out, but the predominant portion of the population must be kept British. I am sure if we steer clear of misunderstanding we shall come to a happy solution of the immigration problem."

The Bishop was greatly impressed with church attendances in Australia. New Zealand and America, despite alluring counter-attractions.

Referring to Singapore, Dr. Ingram said "I visited the naval base site, and am convinced that if we are to keep the Empire together, and particularly, to keep Australia and New Zealand, we must have this big naval base. I did not find the Japanese upset about it."

His Lordship concluded, "I return more than ever convinced that Christianity is the greatest force for good in the world today."

17 YEARS' SILENCE.

During the hearing of a case at Staple Hill Police Court, Bristol, it was mentioned by a wife who was applying for a separation order, that her husband had not spoken to their daughter, who lived with them, for seventeen years.

The Magistrates decided that during the next six weeks the husband and wife should try and live together, and see if they could "bury the hatchet" and forget the past.

The father then spoke to his daughter and shook hands with her.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

Entertainments.
June 11—Queen's Theatre; "Lights of Old Broadway."
June 11—World Theatre; "The Fall of Troy," Part I, showing the Abduction of Helen.
June 11—Star Theatre; "Contraband."
June 11—Ten Dance, Cafe Restaurant, 4.30 p.m.
June 11—Isako's Circus, New Recreation Ground, Praya East, Wanchai, 9.15 p.m.; Matinee, 4 p.m.
June 12—World Theatre; "The Destruction of Troy."
Sports.
June 11—Opening game of the Hong Kong Baseball Assn., Happy Valley Diamond, 4 p.m.
June 25—Fifth extra race meeting of the Hong Kong Jockey Club, Happy Valley.
Lamert's Auctions.
June 15—At Godown No. 7, Lower, The H.K. & K. Wharf & Co., Ltd., Kowloon, 41 bales glazed white printing paper, 11 a.m.
June 16—A quantity of household furniture will be sold at 88A, Nathan Road, Kowloon, by Messrs. Lamert Bros., 10.30 a.m.
Meeting.
June 14—Meeting of creditors of Karanjia & Co., Ltd. (in voluntary liquidation), 6, Des Voeux Road, Central, 4 p.m.
Miscellaneous.
June 11—Orchestra and Dance Selections by the Cameo Orchestra at Lane Crawford's Restaurant, during and after dinner.
June 24—Whist Drive at St. John's Cathedral Hall, 8.30 p.m.
June 29—Lantern lecture by Dr. Osma, at St. Peter's Club, 8.30 p.m.

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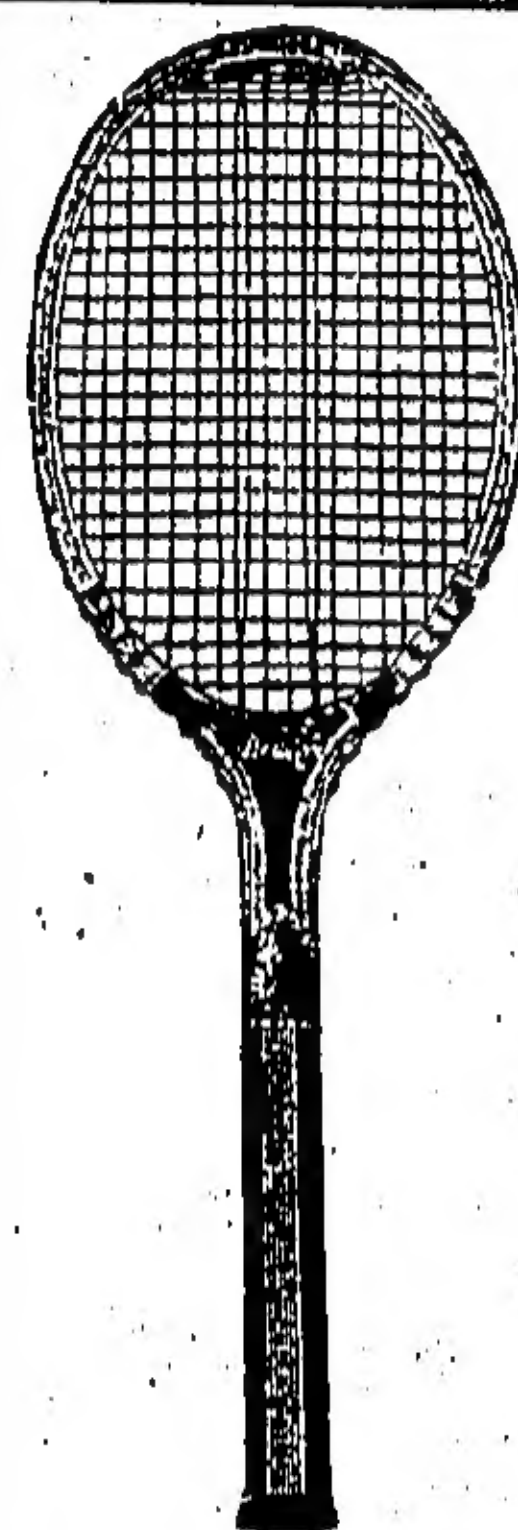
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3 Eggs
1/4 Cup Butter
1 Cup Milk
Salt, paprika, onion juice.

Prepare a white sauce with flour, butter and milk, add cheese and cook, stirring until thick. Add yolks of eggs, 3/4 teaspoon salt, paprika to taste and 1 teaspoonful onion juice. Mix carefully and fold in stiffly beaten whites of the 3 eggs. Turn into greased baking dish and set in a pan of water in a hot oven. Bake until firm.

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LOCAL AND GENERAL NEWS.

The next Criminal Sessions will be held on Monday, June 20.

Tenders are being invited for the filling in and surfacing of two areas for the parking of cars at Un Long, New Territories.

To-day's "Government Gazette" contains a list of Hong Kong's Justices of the Peace. There are 72 official and 138 unofficial Justices of the Peace in the Colony.

The fourth centenary of the birth of Luiz de Camoens, the Portuguese poet, was commemorated in the Colony yesterday. British warships in Harbour dressed ships in honour of the occasion, and a salute was fired at noon.

A fit of coughing by a fifteen-year-old girl, which caused her to wake up, saved the lives of a household at Rottingdean, near Brighton, recently. When the girl woke she smelt smoke. She awakened her mother, who found that the house was on fire. Father, mother, and child escaped by means of a rope of bed-clothes, but the house was badly damaged.

The authorised strength of the Glasgow Police Force has been increased by 12 members. Official intimation has been received that the Secretary of State for Scotland is prepared to sanction an increase of the authorised strength from 2,272 to 2,284. The revised authorised strength is:—One chief constable, two assistant chief constables, 13 superintendents, 500 lieutenants, 109 inspectors, 200 sergeants, and 1,909 constables.

The Eastern Extension Telegraph Co. notifies that normal cable working with Macao has been re-established.

The Committee for "Hospital Comforts" beg to acknowledge with very many thanks receipt of \$1,000 as a donation to the Red Cross Hospital Comforts Fund, from "An Anonymous Britisher."

With regard to the call of \$9 per share on the capital of the China Light & Power Co. (1918), Ltd., an announcement appears in this issue that another postponement has been made till November 30, 1927.

A young Japanese journalist, Mr. Hachiro Yamada, has arrived in London after walking through China, Russia and Europe. He is on a walking tour of the world, and will go on to South America. He gave a lecture on his experiences at the Japanese Club, Cavendish Square, W., on May 6.

The buildings of every age reflect the character of its dominant interests (says a "Daily Chronicle" writer). In the Middle Ages men built cathedrals. To-day we build magnificent banks (and other countries build magnificent railway stations). A pamphlet issued by the National Provincial Bank gives a very good idea of the spacious dignity, the majestically solid and self-respecting character of its new Head Office. Nothing could better illustrate the important part which banking plays in all our lives, whether we know it or not.

An election among the unofficial Justices of the Peace is to be held on Tuesday, June 21, to fill a Licensing Board vacancy.

The Mohammedan festival of Id-ul-zahra was celebrated at the Hong Kong Mosque this morning, most of the Mohammedan employees in the Colony being granted a day's holiday.

The Singapore "Free Press" notes with satisfaction the decision of the F.M.S. Government to act energetically in the matter of flood prevention. Though the possibility of flooding cannot be removed entirely, the margin of safety can be greatly increased. It is quite certain that the desamagging and dredging of rivers will have a material effect upon their ability to carry off abnormal waters. The present expense, however, would never have had to be incurred had there been a sufficient realisation of cumulative effects.

The lawns on the north side of St. Paul's Cathedral provide one of the loveliest pieces of soothing colour in the City (observes the "Daily News"). Just now there are tulips in abundance, vermillion brilliants, pink cottage maids, and yellow and red striped Kaiser Kronen. Flowers grow to an unusual height in the garden of St. Paul's. According to Mr. Henry Colville, the City Corporation's gardener, the reason is that in the shadow of the great tower walls the flowers crane upwards to seek the light. Last year, for instance, the dahlias grew to the astonishing height of 10 feet.

SOCIAL AND PERSONAL NEWS.

Mr. Archibald Ritchie, Chartered Accountant, has been appointed to "sign the firm" for Messrs. Lowe, Bingham & Matthews in Hong Kong.

Mrs. Victoria Woodhull Martin, a well known American writer has, reports Reuter, died in England. She was born in 1838 at Homer, Ohio, and was the mother of Miss Zula Maud Woodhull, the writer on scientific subjects.

Our Chefoo correspondent reports:—Dr. B. Broomhall of Sian Fu has safely reached Chefoo after rather trying experiences by the way; also the Rev. F. S. and Mrs. Joyce, Rev. W. and Mrs. Hagquist, and Mr. and Mrs. Clarke of the Navy "Y". We regret to record the departure from the Port of Mr. C. H. Martin, of the Russo-Asiatic Bank, and Mr. H. Abrahamson, our genial Harbour Master.

Mr. John Archibald, former editor of the "Central China Post," Hankow, has, according to a Reuter message, died at Huntly, Aberdeenshire. Born in 1853 and educated at Aberdeen University, the late Mr. Archibald arrived in China in 1872 in the interests of the National Bible Society of Scotland. In 1878 he married Miss Elizabeth Allard. During his missionary activities he travelled extensively in Hupeh, Hunan, Honan, Anhui and Kiangsi, and was instrumental in opening the Treaty port of Changsha. He resigned from the National Bible Society of Scotland in 1909, when he started the "Central China Post." When trouble commenced in Hankow in January last, Mr. Archibald proceeded to Shanghai, where he stayed for a while before proceeding Home.

Miss M. D. Horne has been appointed a nursing sister in Hong Kong Government Service.

The representatives of the Colonies, Protectorates, and Mandated Territories now in London for the Colonial Office Conference were the guests of the Government at dinner on May 10 at Lancaster House, St. James's. Mr. L. S. Amery, Secretary for the Dominions and Colonies, presided over the company, which included Mr. H. Marriott (Straits Settlements), Dr. R. O. Winstadt (Malay States) and Mr. S. B. B. McDermott (Hong Kong). After dinner Mr. and Mrs. Amery held a reception at which the company numbered over seven hundred. Besides those named above there were also among those present Sir Ernest and Lady Birch, Sir Stanley and Lady Bois, Sir Frederick and Lady Lugard, Sir George and Lady Maxwell, Sir Matthew Nathan, Sir Frank and Lady Swettenham, Mr. and the Hon. Mrs. Archer, Sir Travers and Lady Clarke, and Lady Piggott.

CHEFOO MEMORIAL SERVICE.

On the morning of May 30, the American community at Chefoo met at the East Beach Cemetery for their Memorial Service, which was conducted by the Rev. W. B. Glass, D.D., assisted by the Rev. H. Hilscher. Mr. Balfour, of the Navy "Y", effectively sang the hymn, "Rock of Ages."

A detachment of men from the U.S.A. warship "Hulbert" attended and laid flowers on the graves of their comrades buried in Chefoo. The decorations were beautifully carried out by Miss Rietveld and Mrs. H. Strausser.

A social gathering will be held at St. John's, after Evensong, to-morrow, when a programme of music will be carried out. Refreshments will be provided. Service men are specially invited.

Looking extremely bronzed and fit, the Bishop of London, Dr. Ingram, had a rousing reception from a large number of clergy and laity at Victoria Station on his arrival home from his world's tour. One patriarchal old man, with muttonchop whiskers, was so enthusiastic that he kissed the Bishop on each cheek. In an interview Dr. Ingram, who visited Shanghai, said he thought the British Government had acted rightly in sending a force to Shanghai. Although our attitude was conciliatory, he was of the opinion that our Treaties needed revising. He was strongly in favour of Sir Austen Chamberlain's policy.

Recent appointments by the Secretary of State for the Colonies include the following:—Federated Malay States: Mr. R. G. Keays, M.B., B.Ch., B.A.O., B.A., Medical Officer; Miss L. M. Mansie, M.B., Ch.B., D.P.H., Lady Medical Officer; Mr. J. C. P. Grey, M.B., B.Ch., M.R.C.S., L.R.C.P., Medical Officer; Misses W. O. Nursaw, M. Macreby, K. Matthews, K. M. Fosdike, V. E. M. Hunt, H. Grandison and J. Williams, nursing sisters. Straits Settlements: Mr. J. V. Landau, M.R.C.S., L.R.C.P., M.D. B.S., D.P.H., Medical Officer; Second Lieutenant J. L. Rosedale, Ph.D., D.Sc., Professor of Bio-Chemistry College of Medicine; Mr. H. L. Hodge, European Master; Misses G. Hoyle, N. Graham, M. M. Orr and M. A. Webster, nursing sisters.

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SPORTS SECTION

GIANTS FALL.

LANCASHIRE & YORKSHIRE
CHECKED.
COUNTY CRICKET FEATURES.

The two Rose counties both dropped points in the county championship. After defeating Yorkshire recently at Hull, Warwick met them at Birmingham and took first innings' points. The brothers Kilner both had a say in the decision, one on each side.

Lancashire, the champions, also received a check, Sussex proving the stumbling block at Manchester. Hammond is still making centuries.

Sussex v. Lancashire.

London, June 10.
County championship cricket matches ended today resulted as follows:—
At Manchester, Lancashire lost first innings' points to Sussex in an uncompleted match. Scores:—
Lancs (1st innings) 251 runs. Sussex (1st) 442 runs. Tate made 59, J. Parks 50, Cook 139, Langridge 61.
Lancs (2nd innings) 261 runs for 5 wickets. Hallows 118 not out, Watson 52.

Warwick v. Yorkshire.
At Birmingham, Warwickshire won first innings' points from Yorkshire in an uncompleted match. Scores:—
Yorks (1st) 358 runs. Kilner (Capt) 67, Robinson 65.
Warwick (1st) 362 runs. Kilner (Norman) 65, Parsons 81, Rhodes 4 wks. for 72.
Yorks (2nd) 96 runs for 4 wickets.

Northants v. Kent.
At Northampton, Northants lost to Kent by seven wickets. Scores:—
Northants (1st) 125 runs. Freeman 5 wks. for 28.
Kent (1st) 200 runs. Woolley (P.E.) 57.
Northants (2nd) 364 runs. Jupp 116, Evans 68, Freeman 6 wks. for 100.
Kent (2nd) 290 runs for 3 wickets. Ashdown 58, Evans 55, Woolley (P.E.) 106 not out.

Somerset v. Derby.
At Taunton, Somerset lost to Derby by seven wickets. Scores:—
Somerset (1st) 135 runs. Lee 6 for 34.
Derby (1st) 313 runs. Jackson 134.
Somerset (2nd) 353 runs. Young 55, Case 26.
Derby (2nd) 177 runs for 3 wickets. Lee 63, Hutchinson 71 not out.
(Note: Reuter gives Derby's 2nd innings score as 177 runs for 5 wickets down; but as they also state that Derby won by 7 wickets, 177 for 3 is probably meant).

Leicester v. Surrey.
At Leicester, Leicestershire lost to Surrey by ten wickets. Scores:—
Leicester (1st) 161 runs. Geary (A.) 4 wks. for 45 runs and Fender 4 for 46.
Surrey (1st) 307 runs. Jardine 147, Skelking 5 for 103.
Leicester (2nd) 342 runs. Astill 52, Shipman 70, Shepherd 5 for 45.
Surrey (2nd) 97 runs for no wicket. Barling 61 not out.

Gloucester v. Notts.
At Bristol, Gloucestershire lost to Notts by four wickets. Scores:—
Gloucester (1st) 289 runs. Smith 64, Sinfeld 57.
Notts (1st) 327 runs for 9 wickets, declared. Gunn (G.) 73, Payton 76, Lilly 57, Carr 53, Besant 4 wickets for 45.
Gloucester (2nd) 342 runs. Hammond 116, Neale 50, Richmond 7 wks. for 78.
Notts (2nd) 305 runs for 6 wickets. Gunn (G.) 116, Whysall 60, Payton 55 not out.

Essex v. Middlesex.
At Leyton, Essex lost to Middlesex by an innings and 103 runs. Scores:—
Middlesex (1st) 428 runs for 8 wickets, declared. Lee 58, Hendren 201 not out.
Essex (1st) 181 runs. Powell 4 for 22, Hearne 4 for 53.
Essex (2nd, followed-on) 144 runs. Powell 4 for 50, Hearne 6 for 26.

Worcester v. New Zealand.
At Worcester, Worcestershire lost to the New Zealanders by 104 runs. Scores:—
New Zealand (1st) 276 runs. Fox 79, Lowry 74, Dacre 82, Tarbox 5 for 88.
Worcester (1st) 222 runs. Fox 79, New Zealand (2nd) 349 runs for 5 wickets, declared. Lowry 106, Page 140 not out.
Worcester (2nd) 209 runs. Fox 79. —Reuter.

BOBBY JONES' TITLE.

Pittsburgh, June 10.
Aubrey Boomer, during practice over the difficult Oakmont course, where Bobby Jones defends the open U.S. championship golf title next week, went round in brilliant style.
His score was 69, three under bogey, and is the best since the course was remodelled. —Reuter's American Service.

LAWN TENNIS.

"FRIENDLY" INTERNATIONAL
DECIDED.
AMERICA BEAT IRELAND.

Dublin, June 10.
In the doubles of the "friendly" international lawn tennis match between Ireland and America, Tilden and Hunter (America) beat McGuire and Meldon (Ireland) 6-2, 6-2, 6-2.
America (having won two singles matches) defeated Ireland by three matches to love. The "tie" was on Davis Cup lines (four singles and one doubles) but the issue having been decided, the two remaining singles were not played. —Reuter.

HELEN WILLS.

Playing Very Strong Game at Present.
Beckenham, June 10.
In the Kent lawn tennis championships semi-finals, Miss Helen Wills beat Mrs. Mallory 6-0, 6-1, 6-3, 6-2.
A feature at Beckenham was Miss Wills' wonderful improvement since she was last in Europe. She captivated the critics by the strength of her game both when defeating Miss Tapscott (South Africa) and Mrs. Mallory. It was the latter's heaviest defeat since she became American champion.

Painter for Wimbledon.
To-morrow's final is regarded as a pointer for the Wimbledon championship.
In the semi-final of the ladies' doubles, Mrs. Peacock and Miss Helene (South Africa) beat Miss Ryan and Miss Wills 6-2, 6-2. —Reuter.

DAVIS CUP.

Denmark v. India in 3rd Round.
Copenhagen, June 10.
In the third round (European zone) of the Davis Cup, Petersen (Denmark) beat Prasad (India) 6-4, 6-4, 6-2.
Ulrich (Denmark) beat A. H. Fyee (India) 1-6, 6-3, 9-7, 11-9. —Reuter.

ANOTHER MATCH.

South Africa Two Up On Germany.
Berlin, June 10.
In the Davis Cup third round (European zone) Raymond (South Africa) beat Landmann (Germany) 7-5, 8-6, 6-2.
Spence (South Africa) beat Frotzheim (Germany) 2-6, 6-4, 6-3, 4-6, 7-5. —Reuter.

LOCAL CHESS.

CLUB AGAIN DEFEATS
H.M.S. "HERMES."

PRIZES PRESENTED.

The Kowloon Chess Club again defeated H.M.S. "Hermes" yesterday evening, when the final score was 3½ to 2½. C. M. Sequeira, in the absence of one of the ship's players, captained the visitors, scoring at the expense of D. E. Carvalho.
The scores were:—
Chess Club.
D. E. Carvalho (W) 1
J. C. Fares (W) 1
J. S. Smith (W) 1
S. G. Hayes (B) 1
H. W. Randall (B) 1
C. E. Wong (B) ½

"Hermes."

C. M. Sequeira 1
A. B. Richardson 1
E. R. A. Flower 1
P. O. Goldspink 1
O. S. Quinton ½
P. O. Stringer ½
2½
After the game the season's prizes were distributed by Mr. J. S. Smith, the secretary, as follows:—
Colon's Championship and "South China Morning Post" Cup—Winner, C. M. Sequeira; Runner-up, S. G. Hayes.
Club Championship and President's Cup—Winner, D. E. Carvalho; Runner-up, S. G. Hayes.

TUNNEY'S NEXT FIGHT.

New York, June 10.
The "New York World" states that Tex Rickard announces for Monday the match for the heavy-weight championship between Gene Tunney and Jack Sharkey. It says that Sharkey is understood to have pledged his services to Rickard for one year if he wins the title.
The "World" interprets this to mean that Jack Dempsey will not attempt to come back in 1927 if ever. —Reuter.

CRICKET CLUB.

NEW STOREY PROPOSAL
CONFIRMED.

YESTERDAY'S MEETING.

At a meeting of members of the Hong Kong Cricket Club yesterday afternoon, the proposals of the Committee which were brought up a few weeks ago, for adding a second storey to the Pavilion were confirmed, the resolutions carried being as follows:—
"That the Committee be and are hereby authorised to take the necessary steps to add a second storey to the pavilion and make such alterations and improvements to the existing building as may be deemed advisable."

"That the Committee be and are hereby authorised to borrow such sums of money and make such financial arrangements as may be required from time to time to carry out the work approved by the previous resolution."

The Chairman, Mr. T. E. Pearce, in proposing the resolutions, spoke of the necessity for increased dressing accommodation and, generally, for more "elbow room" in view of the increasing membership of the Club. Building costs had decreased during the last two years and as the finances of the Club were in good order, the Committee thought it advisable to have the work put in hand during the "close" season in regard to cricket.
In reply to Mr. G. R. Sayer, the Chairman said that it had been thought desirable to keep the dressing accommodation down below. The rooms on the right hand side of the building would, no doubt, be convertible if further accommodation was necessary.
Mr. Sayer also brought up the question of the proposed demolition of the present staircase, which he thought unnecessary, but on being asked if he wished to put an amendment, replied in the negative.
In reply to Mr. H. J. Armstrong, the Chairman said that the Bank would charge 7 per cent. per annum on the Club's overdraft. So far as the financial position was concerned, the Club would be practically the same as five years ago. Liabilities would amount to about \$42,000 whereas when they went into the present building the Club was in debt to the amount of about \$43,000.
In reply to Mr. E. W. Hamilton, who thought that a figure should be set as the limit above which the cost of alterations should not go, the Chairman said that he could safely say that the expenditure would be kept within \$38,000.
The resolutions were seconded by Mr. P. Jacks and carried.

AUCTION BRIDGE.

AMERICAN SYSTEM
FAVoured.

LONDON CONFERENCE.

London, May 27.
By a majority, the Portland Club approved of the suggestion to adopt the American system of majority bidding at auction bridge, whereby the number of tricks bid counts against the value of tricks in a suit bid.
Thus three clubs are higher than two "no trumps" and four clubs higher than three spades.
At the conference, 170 leading London clubs voted in favour of decimal scoring honours, whereby all honours are multiples of ten and not of suits' value, not unnecessarily in favour of high American scoring, in which simple honours score as much as thirty and five in one hand score one hundred. It also voted in favour of the abolition of scoring for chicane.
The American system of revoke and underbidding penalties was overwhelmingly defeated in the vote.
By 146 to 17 the clubs voted for the right to a closure in bidding in the case of an underbid.

CHINESE BASEBALL.

Both the South China Athletic Association teams in the baseball league this season, the Dragons and the Tigers (referred to yesterday) will be under the management of Mr. Richard Shm. The entry of two teams has been made with a view to encouraging the game among the Chinese and there is absolutely no question of a split.

DOLLAR ACADEMY'S RECORD.

A correspondent in Dollar, Clackmannanshire, writes that Dollar Academy, which produced "Eddie" Myers, the English Rugby international, and more recently, C. H. C. Brown, a clever all-round schoolboy sportsman, is 42 miles from Edinburgh. The academy holds the Scottish school athletic records for the high jump, both for boys and girls, and several distance running records.
Chicago.—A Catholic priest, tired of juggling a bag full of golf clubs around the golf course he laid out in his desert parish at Goldfield, Nev., has devised a club which serves as driver, bridle, midiron, masher and putter. He is Father Alphonse Gavin, and the club, with a face adjustable on a steel cog to six positions, made its debut in gold at the National Golf show there the week of March 21 to 26.

ALIMONY CLUB.

PARADISE FOR DEFAULTING
HUSBANDS.

LUXURY TO BE HAD AT A PRICE.

[Way "down town" in New York is a queer institution known as the "Alimony Club," where husbands who default in the payment of allowances to wives are confined.
In spite of its unseemly walls and heavily-lashed windows, the place has scarcely any terrors for erring benefactors.
With a contribution of eight dollars a day from the New York taxpayer, each inmate lives in comfort and contentment, secure from the reproaches of his better half.
Those who have the means may even languish in this gilded cage in the lap of luxury, regaled from a bounteous table and waited upon by poorer brethren in "distress."

There is, however, another side to this "paradise for the unhappily married," as will be seen from the stories related below which are extracted from the "News of the World."

Vindictive Wives.
Ludlow-street Jail, situated between Houston and Delancy-streets, New York, is a red-brick building with high Gothic, church-like windows. Here husbands who refuse to pay alimony to their wives are confined by order of the Supreme Court of New York on sentences ranging generally from three to six months. It was built out of municipal funds by Boss' Tweed, the notorious founder of the American semi-political organisation called Tammany Hall. He swindled the city of New York, it is alleged, out of several millions of dollars by bribery and corruption, and was finally laid by the heels in Spain, brought back to New York on a Government cruiser, and imprisoned in the very jail he had built when he was mayor of the city.
But "Boss" Tweed refused to occupy one of the cells, and, instead, hired the chief jailer's sitting-room for \$1 a day, and died in it shortly after. Whitaker Wright—that master swindler—was also an inmate of the cells in Ludlow-street for a brief period. Always generous with other people's money, he presented the prison with a gymnasium in memory of his "visit."

The prisoners' cells are arranged in four tiers, the balconies running round the galleries, each gallery being connected with the one above by narrow steel ladders like those on tramp steamers. The cell doors are unlocked at six in the morning and remain open all day. The wealthy husbands pay the poorer husbands to scrub the floor, shake their blankets, press their suits and polish their shoes for them.
Well-cooked and Copious Meals are served in a central dining hall, where one or two blue-uniformed warders in snai peaked caps move almost unobtrusively—in the background. In the centre of this hall is the "millionaires' table," at which the wealthier inmates—who can have practically whatever they like in the food line at a price—take their seats. Bacon and eggs and cream, for breakfast, are much in vogue with these gentlemen. Any prisoner can leave whenever he likes by paying into court the amount claimed by his wife. But, as the food is good and choice cigars can be obtained from "outside," and the days shortened by talking with visitors in the afternoons, or playing ball games in the prison garden, the majority of Ludlowites are content to stop there and put on weight.

But there are those for whom six months' absence from their business may easily spell ruin, for not all of them are as lucky as the traffic manager of a certain American railway company, who was paid full salary during the period of his imprisonment. No husband can be sent to Ludlow-street a second time, and when he has finished his term of imprisonment there, he is put out of the jail whether he wants to go or not. The chief jailer of the prison once remarked that "many of the wives are far more guilty than the husbands whom they put in here." Certainly, the vindictiveness of some of these wives is appalling. For instance, a German named Wachter, the father of six children, was sued for alimony by his wife. He fled to Germany, and there married a second wife, who also had six children by him. One day, feeling he had no long to live, a desire seized him to visit the scenes of his former life in the company of the second Mrs. Wachter. He reckoned that after so many years' absence he would be quite safe in doing so. Like a hawk, his first wife pounced upon him, almost before he had unpacked his trunks. There he was eight years' alimony due to her. A few hours later he was a prisoner in Ludlow-street Jail. In vain his lawyers made frantic appeals to the judge for his release, on the grounds that their client was seriously ill. His first wife and one of her sons swore he was shamming, and the judge believed them. To the woman's intense exasperation Wachter promptly died. When told the news she exclaimed calmly: "What a swindle! Wachter owed me 5,000 dollars back alimony, and they have allowed the devil to die without paying it. I wish I had accepted his offer of 3,000 dollars cash down." Husbands who go into hiding rather than surrender to a judgment committing them to Ludlow-street.

Are Sometimes Cleverly Trapped.
Here is what happened to an English inmate of this "quon" prison: One morning, he received, through friends, an urgent letter from his wife imploring him to come and see her. "Unsuspecting," he went. Hardly had the door of the sitting-room closed behind the servant

when a police officer, who had been hidden in a cupboard, came out and arrested him in front of his wife. "Had I attempted to escape," he related afterwards, "the sheriff's officer would have had no hesitation in shooting. All the American police carry pistols, and in the event of my getting away after he had arrested me he would have become liable for the amount of my wife's claim!" The same prisoner told how one young husband obtained his release on medical grounds. He almost starved himself for several weeks, pretending that, although he longed for food, he dared not eat any because of the intense internal pain he experienced after doing so. At the same time he consumed box after box of pills and other "reducing" medicine. His second wife, a beautiful Italian singer, whose stage name was Anita Ria, used to visit him every day, it was supposed because she feared he would die. At length his wasted body, white face and hollow eyes, helped by four days' growth of beard, which he had carefully allowed to grow when he knew he was going before a board.

Won Him His Freedom.
On the morning of his departure from the jail he ate two other prisoners' breakfasts besides his own, and paid their rightful owners five dollars each for providing them! It is said that Ludlow-street Prison has on more than one occasion proved useful to the "grafter" and political schemer: A cell in it offers an excellent "cold storage" for an awkward antagonist or for the temporary removal of an obstacle in love's path. There is always an amenable "woman in the case," and bribery seems to have been brought to a fine art in the United States. The place, however, has none of the grey grimness and iron discipline of convict prisons. Here, the inmates wear their own clothes and amuse themselves happily enough. They are more like pensioners. But all the same, the place has teeth like a rat-trap and, although the chief warder may occasionally ask if there is "anything to complain about," the reply is more than likely to be that of one of its late inhabitants: "Only this high wall, which prevents me from getting out!"

DEATH AT LAST.

FORTY YEARS IN
BROADMOOR.

CURATE WHO KILLED VICAR.

After 40 years as an inmate of Broadmoor Criminal Lunatic Asylum, Berkshire, the Rev. Arthur Edward Gilbert Cooper has died from chronic bronchitis and rheumatism at the age of 73. Cooper in 1887 was curate of Creetingham, in Suffolk, and lived at the vicarage with his vicar, the Rev. W. M. Farley, and Mrs. Farley. One night in October he went to the vicar's bedroom, and being admitted by Mrs. Farley walked to the side of the bed and cut the vicar's throat and then walked out of the room.

At the trial at Norwich Assizes it was stated that Cooper was the most friendly terms with Mr. Farley, but it was disclosed that he had previously been an inmate of an asylum.

He was found guilty of murder, but insane, and was ordered to be "detained during Her Majesty's pleasure."

Rapid Mental Decline.
During the forty years he had been in Broadmoor, he had never given the authorities the slightest cause for complaint. At the inquest, held in private, it was stated that for some time Cooper had shown rapid mental and physical decline, and had not left his bed this year.

All those who took part in Cooper's trial are now dead—the Judge, Mr. Justice Field, the prosecuting counsel, Mr. Maynard and Mr. J. F. P. Rawlinson (afterwards M.P. for Cambridge University), and the defending counsel, Mr. Murphy, Q.C., and Mr. Derling.

V.C. TO MARRY.

EXPLOIT OF A ZEEBRUGGE HERO.

Behind the announcement on May 8, that a marriage will take place shortly between Lieut.-Commander Percy T. Dean, V.C. late R.N.V.R., and Mrs. Hardicker lies the story of a gallant officer's exploit at Zeebrugge.
Lieut.-Commander Dean was awarded the V.C. for rescuing the officers and men of the blockships, "Iphigenia," "Intrepid," and "Thetis," which, filled with cement, were scuttled in the fairway of the canal on the night of April 22, 1918.
The cruiser "Vindictive" and ferry boats "Iris" and "Daffodil" landed storming and demolition parties on the Mole in the face of a terrific German fire while the blockships entered the entrance to the canal where the sea-cows were opened, thus blocking the waterway to the German submarines, which had played havoc with Channel shipping.

Fast motor launches under Lieut.-Commander Dean entered the canal and succeeded in rescuing every man on board the blockships, a feat which ranked high even in such an epic as Zeebrugge.

Mrs. Hardicker is the widow of Lieut.-Colonel J. O. Hardicker, when a police officer, who had been hidden in a cupboard, came out and arrested him in front of his wife. "Had I attempted to escape," he related afterwards, "the sheriff's officer would have had no hesitation in shooting. All the American police carry pistols, and in the event of my getting away after he had arrested me he would have become liable for the amount of my wife's claim!" The same prisoner told how one young husband obtained his release on medical grounds. He almost starved himself for several weeks, pretending that, although he longed for food, he dared not eat any because of the intense internal pain he experienced after doing so. At the same time he consumed box after box of pills and other "reducing" medicine. His second wife, a beautiful Italian singer, whose stage name was Anita Ria, used to visit him every day, it was supposed because she feared he would die. At length his wasted body, white face and hollow eyes, helped by four days' growth of beard, which he had carefully allowed to grow when he knew he was going before a board.

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PRINCE HENRY'S WIT.

GOOD STORIES AT ACADEMY
BANQUET.

THINGS IN COMMON.

A neat turn of wit was revealed by Prince Henry in his speech at the Royal Academy banquet. "This speech," he confessed, "has in recent days, been somewhat on my mind, so that you can understand if, during the practical field exercises when general attention was fixed upon the action of the artillery, I found my thoughts switched off from the R.A. of Aldershot to the R.A. of Burlington House. (Laughter.)

"When free from my professional duties, my occupation in the winter months—in fact it is not so much an occupation as a pursuit in the simplest sense of the word—is conducted by four legged beings, not generally regarded as artistic or intellectual, but certainly musical. (Laughter.)

"Well, I am glad to think, gentlemen of the Royal Academy, that we have this in common—we belong to the two oldest professions in the world; the professions of the artist and the hunter."

"Personally I am sorry that we so seldom see a Royal Academician at a meet of a modern pack of foxhounds, even in a motor-car. (Laughter.)

"But here I am, perhaps going outside my own country. I hope I have said enough to show you that I take a keen interest in your art—an interest which I believe to have been natural to Man the Hunter from the first."

Sir Samuel Hoare, Air Minister, amused the gathering by a story about his recent air trip to India. "Upon one occasion I took for a flight the greater part of the Viceroy's Council. A prominent official, who shall be nameless, said to me when the machine was on the point of leaving the ground, 'Could not you arrange for a crash? A crash would create a unique chance for promotion in the higher ranks of the Civil Service. There was no crash.'"

Sir Laming Worthington-Evans, War Minister, said that even if the "Old Bill" of the past was no more, or the non-commissioned officer with the waxed moustache was not on review, it would be found that they had been replaced by a new and clean type of soldier, who, perhaps, was not less fearless, humorous, and good natured.

Whatever may be said in favour of trusts, monopolies, or combinations in connection with productive industries or public utility services I regard competition as not only the mainpring of retail distributive enterprise, but the greatest safeguard the consumer can have.—Lord Ebury.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR
IS MADE FOR ALL NOTICES
UNDER THIS HEADING.

ST. JOHN'S CATHEDRAL, HONG KONG.
June 12th, 1927.
Trinity Sunday.
Holy Communion (8 a.m.)
Matins (11 a.m.)
Preacher: Rev. W. R. Cannell.
Evensong (6 p.m.) Preacher: Rev. H. Copley Moyle.
Social Gathering in the Cathedral Hall after Evensong. Music & Light Refreshments. Service Men Specially Welcome.

WESLEYAN METHODIST CHURCH.
Queen's Road East, Wanchai, (near Royal Naval Hospital).
Sunday, June 12th.
Morning Service at 10.15 o'clock. Preacher: Rev. H. S. F. Rossiter.
Evening Service at 6 o'clock. Preacher: Rev. J. C. Knight Anstey.
Subject: "Those Who Really Get There." (Holy Communion after Evening Service).
Meetings at the Sailors' and Soldiers' Home, Arsenal Street.—
Sunday, June 12th, 3 p.m. Bible Class conducted by Mr. A. J. May.
8.15 p.m. Chaplain's Hour.
Thursday, June 16th, 8 p.m. Fellowship Meeting.
Saturday, June 18th, at 8 p.m. Prayer Meeting.

FIRST CHURCH OF CHRIST SCIENTIST.
Macdonnell Road, below Bowen Road Tram Station.
Sunday Service 11.15 a.m.
Subject: "God the Preserver of Man."
Wednesday Evening Meeting at 5.30 o'clock.
Reading Room at above address, open.—
Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 5 to 7 p.m.
The Public is cordially invited to attend the services and visit the Reading Room.

SHARE MARKET.

OFFICIAL QUOTATIONS.

Hong Kong June 10, 1927, 10.30 a.m.

Stock. Hong Kong Stock Exchange.
T.T. on London 2/-
T.T. on Shanghai 7 1/2%

Banks.
Hongkong Bank \$1070 n
do. Lon. Reg. 2117 n
Chartered Bank £20 n
Mercantile A. & B. £30 1/4 n
do. C. £13 1/4 n
P. & O. Bank 39 n
East Asia £98 n

Marine Insurances.
Canton Insurance \$820 n
China Underwriters 80 cts. n
North China Insurance £143 b
Union Insurance £278 1/2 b
Yapexco Insurance \$40 M. n

Fire Insurances.
China Fire Insurance \$210 b
H.K. Fire Insurance \$800 n

Shipping.
Douglases \$31 b
H.K. Steamships \$22 1/2 n
H.K. Trgs. & Lighters £110 n
Indo-China (Prof.) \$30 n
do. (Def.) \$95 n
Shell Transports 98/- n
Star Ferries \$53 1/2 n
Waterbores \$15 b

Refineries.
China Sugars \$18 n
Malayan Sugars \$31 n

Mining.
Benguet \$1.70 b
Kailan Mining Ad. 40/- b
Langkats (Combined) £20 1/2 n
do. (Single) £7 1/2 n
Shanghai Exploration 74 n
Shanghai Loans 77 n
Raub 21/- n
Tromps Mines 21/- n
Ural Caspians 8/- n

Docks, Wharves, Godowns, &c.
H.K. & K. Wharves \$104 1/2 b \$105 ss
H.K. & W. Docks \$38 n
Hongkong £140 b
New Engineering £5.15 b
Shanghai Docks £107 b

Launds, Hotels & Bldgs.
H.K. & S. Hotels \$6.00 n
Hongkong Launds \$54 1/2 b
Hongkong Realty \$6 n
H.K. Territorials \$14 n
Humphreys Estates \$12 1/2 n
Prince's Building \$89 n
Rural Launds \$1 1/2 n

Cotton Mills.
Ewo Cottons £7.70 n
Oriental £2.10 n
Shai Cottons (Old) 751 n
do. (new) £28 b

Buses, Trams, &c.
China Buses £7 b
H.K. Tramways £20.60 b
Peak Trams (Old) 15 n
do. (new) 18 n
Singapore Tractions 10/- n
Taxis \$1 n

Miscellaneous.
Canton Ices \$5 n
Cements (comb.) \$7.35 b \$7.40/45 b
do. (old) \$6.60 b
do. (new) \$1 n
China Lights (comb.) \$14.20 n
do. (old) \$10 n
do. (new) \$7 1/2 n
China Prov. \$4.40 n
Dairy Farms \$15 n
Dor A. Wings \$6 n
H.K. Amusements \$20 1/2 b \$21 1/4 ss
H.K. Constructions \$23 n
H.K. Electric \$52 1/2 n
H.K. Ropes (old) \$10 n
do. (new) \$5 n
Lane, Crawford's \$7 n
Macao Electric \$35 b
Mackintosh \$19 1/2 n
Nanyang Tobacco \$ n
Sinceres \$8 1/2 n
United Asbestos \$ n

(Ordinary) \$20 n
Watsons \$11.10 ss \$11.10 ss
Wm. Powell \$ n
H.K. Telephones \$8.70 n

EXCHANGE.

Hong Kong, June 11.
On London 2/-
Bank Wire 2/-
Bank 30 days sight 2/-
Bank 4 months sight 2/-
Credits 4 months sight 2/1
Documentary 4 months 2/1 1/2

On Paris nom
On demand 1240
C edits 4 months sight 1315
On Berlin nom
On demand nom
On New York nom
On demand 48 1/2
Credits, 60 days sight 50 1/2

On Bombay nom
On demand 134 1/2
On Calcutta nom

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MOTORING SECTION

GOOD SAMARITAN.

A HABIT TO BE
ENCOURAGED.

If at about five o'clock, in the afternoon you motor out of London over Putney Bridge and across Wimbledon Common, a couple of miles this side of Kingston you may be astonished to see a barricade of about twenty young women at the side of the road frantically signalling to the cars that pass. It may be equally surprising to find that not one in every thirty or forty of the drivers takes the least notice of the signal to stop, but merely swings out into the road to get past. Should you decide not to pass by on the other side of the road but pull up, your car will be surrounded by a group of young women who ask for a lift into Kingston. Then, having fitted in as many as the space permits, they will tell you that they work at a factory close by, and that there is no bus or other means of getting into Kingston. Unless they can get some passing motorist to give them a lift they must walk, tired after a heavy day's work, up Kingston Hill and down again to the town where they live.

Now, when one remembers that this is one of the busiest ways out of London, leading to Portsmouth and Southampton, with a continuous very heavy stream of traffic, it would seem the easiest thing in the world for these young women to get a lift as far as their homes. Yet often they will tell you, after standing half an hour by the roadside, signalling to every empty car that passes, they have to abandon the idea of getting a lift and start walking home. In the case of an unusually pretty young woman it is generally different. There is always room for her on the carriage of some motor-bicycle. But the rest—neatly dressed, respectable young women who certainly would not hurt the most luxuriously upholstered limousine—find it extremely difficult to get a lift at all. If they do happen to be lucky, it is nearly always a man in one of the small cheaper makes of car who has the good manners to stop. For a woman or a chauffeur driven car to give them a lift is the rarest thing in the world.

"Babbitt."

It is not that the thousands of people who motor by without stopping are ill-mannered. The fault is that the English motorist has not been brought up to include the giving of lifts to the motorless in his code of good manners. During the strike those people who stopped their cars to give lifts to anyone they found walking in the same direction thought that they were doing something unusually kind and public-spirited. In America such actions are only considered one of the everyday rules of motoring politeness.

"Babbitt," in the Sinclair Lewis novel, stopped almost automatically to give a man a lift, on his way to his office, even though he was late and in a hurry. I doubt if the average English motorist gives a lift to a complete stranger in the same way once a year. Practically everywhere in the United States for a motorist to have spare seats in his car means that he will offer a lift to someone walking in the same direction. In the case of elderly pedestrians American motorists are particularly good, but I have yet to see any English week-end motorist pick up some bent old woman, tramping along the road with all the heavy parcels of her Saturday's shopping.

Apart from the question of feeling that it is a pity to let the Americans get so far ahead of us in good manners, if the English motorist would adopt the life habit it might do much to eliminate the ill-feeling that does undoubtedly exist in the average pedestrian's mind towards the motorist. A good deal of it is doubtless quite unfair. After having driven a car daily in London for some years, I cannot but be appalled by the careless risks taken by the majority of pedestrians. On the other hand, the average motorist's attitude towards the pedestrian is far from encouraging. Apart from treating him as an obstruction with no right to cross the road, many drivers seem to think that the only use of the pedestrian is as an animated signpost whom they have the right to stop and question, and

SOME SUGGESTIONS.

IMPROVING THE
CAR.

For some time the "Motor" has been calling for suggestions for improvements to the motor car, and has received a wide response. Many of the suggestions were trivial, and some impracticable, but others seem well worth the consideration of automobile designers. Among the suggestions were the following:—

(1) A central oil reservoir for lubricating every moving part of the chassis so as entirely to avoid the use of grease-gun and oil can.

(2) An infinitely variable gear to vary the ratio of engine and rear wheel revolutions without the troublesome manipulation of a clutch and gear lever.

(3) A body for all seasons which could very quickly be converted from the equivalent of a saloon to the form of an open tourer.

(4) A more flexible engine, achieved by the wider use of multi-cylinder designs, or possibly, by the development of the petrol turbine.

(5) Flexible glass for wind-screens, etc., which would bend without breaking, would not splinter but would be superior to celluloid.

(6) Easier engine starting so as to make cranking entirely unnecessary even on the coldest morning.

(7) Really adjustable seating for the driver and passengers, which could quickly be altered in respect of position and angle.

(8) Self adjusting brakes which would not require attention until the linings were worn out.

(9) An automatic adjustable suspension system conferring equally comfortable riding under all load, road and speed conditions.

(10) Convenient tool storage to render the tools individually and readily accessible to the driver.

(11) Anti-dazzle lighting which would illuminate the road adequately without troubling other drivers.

(12) Unbreakable metal for all bright parts.

(13) Oil economy and less frequent crank case drainage achieved by straining and rectifying the lubricant and by cleaning the air entering the carburettor.

(14) Interior heating systems worked either electrically by exhaust gas or by the engine cooling system.

(15) Windscreen cleaners to keep the whole of the screen clear from moisture rain or dirt.

(16) A tyre pressure indicator which would show at a glance whether the tyres needed attention.

(17) Unpuncturable tyres, possibly of a type never needing inflation.

(18) Automatic or semi-automatic jacking systems to lift one or more wheels without effort.

(19) A built in luggage container to obviate the trouble of securing luggage.

(20) Bumpers to be generally adopted as a standardised protection for the front and rear wings, lamps, radiator, tank and other vulnerable parts.

who is not doing his duty unless he knows the position of every obscure street in the district. If the pedestrian felt that he would get an occasional lift in return for the dust and discomfort the motorist undoubtedly causes, his whole attitude would probably change. A certain amount of sense and discretion is necessary in the manner of offering lifts, but it is usually quite easy to tell the difference between people out for a stroll and those hurrying to a certain destination. In the centre of any crowded city like London the congestion of the traffic makes the giving of casual lifts impossible, but in the suburbs few kindnesses are more appreciated than that of picking up a pedestrian rushing to catch the morning train to the city. But it is on country roads that the great opportunity for the giving of lifts comes in. The delight with which a ride in a car is welcomed by some woman with a week's shopping, a farm labourer returning from a heavy day's work, or children coming back from school should be ample reward for the slight exertion caused by pulling up to offer them a lift. And if that is not enough, their talk and anecdotes of the neighbourhood should amply pay their fare.—Sybil Vincent in "Manchester Guardian."

A NEW CAR.

HOW THE OWNER SHOULD
HANDLE IT.

With the modern car such a monument of reliability (and this is no figure of speech, although many who have not bought wisely may be inclined to jeer at the statement), it may seem, writes Chiltern, beside the point to mention a few things which will be for the benefit of the inexperienced, but it is necessary, for cars are but pieces of mechanism and want careful handling.

There has been many a car ruined by ill-treatment or careless action in its early life. First let us take the man or woman who has never owned a car before.

If he has bought from an up-to-date agent who has realised that it means less trouble for him and his service department if he teaches his client to drive properly, he will know the rudiments of tooling a car.

The new owner is all expectant of the day when the beautiful car is handed over to him.

The probability is that in his enthusiasm, forgetful all the time that he is so inexperienced, and unaware that almost every car even of the same type has its little vagaries, he will jump into the driving seat, press the starter button, let in the clutch and get away, only to find that in the interval between his driving lessons and the delivery of the car he has forgotten the exact control movements.

Little Necessary Things.

Just a small sales move, and it will not be the countryside for that car but the repair garage and a disappointed family with a pronounced groan.

The car will have probably been delivered to you by an agent's employee who has run it into the garage. First thing in the morning you go to it, see what little space you have to get it out, and get a bit nervy.

Just go every one of the controls, refreshing your mind which way they work, which are the first, second and third gear positions, the reverse, the position of the ignition control for advance, the hand throttle control, the position of the brake pedal and the accelerator pedal, and so on.

Then get into the driving seat and familiarise yourself with the action of shifting the foot from accelerator to brake pedal, and putting on the hand-brake.

Look at All Parts.

Afterwards have a look at all parts of the car from radiator to rear number plate. By this time your mind will have recalled the information given in your driving lessons, and with the recollection will come confidence.

Next start up the car, and do it only after you have gone through a bit of routine which should become a habit. See that the radiator has the full amount of water, that the oil level in the engine sump is as the instruction book states it should be shown on the "dipper," or by the gauge, that the petrol tap is turned on, and that there is fuel in the main tank.

Get into the driving seat and before you attempt to start the engine see that the gear lever is in a neutral position, and always do this before you touch the starting switch or starting handle, until it also becomes a habit.

Before pressing the starter switch get out and turn the starting handle three or four times to ease the cylinders of congealed oil, and to give the starter less work to do.

Go Gently.

Now, with the engine just ticking over and the clutch kept right out of engagement go through the movements of gear change again to get the feel of things.

By this time you should be quite happy, and letting in the clutch evenly and gently, drive the car out of the garage.

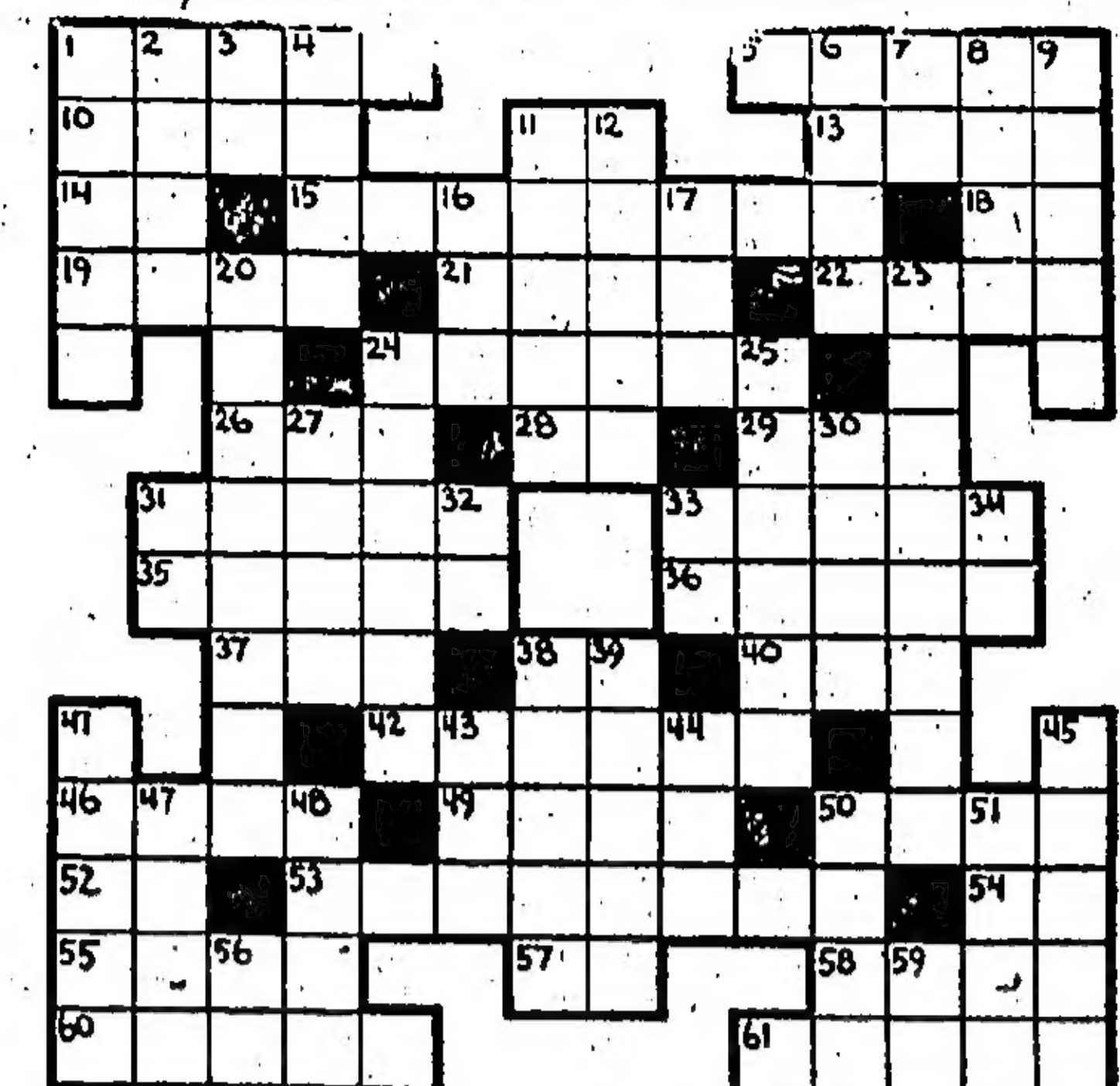
Even if you feel absolutely confident, keep the pace down to about 20 and amble along for the first two or three days, controlling the car by the accelerator pedal and not by using the foot brake.

In a little while you will be surprised how little you will learn your brake because you will learn to judge distances, speed, and what circumstances in traffic or road conditions possible difficulty which you must approach slowly.

Look well ahead and think well before you do anything, otherwise never let there be the need for an action of control which is nervously quick. If you see that there is difficulty ahead, slow down early, if

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE

HORIZONTAL

- 1-Watchfulness
- 5-On the lookout
- 10-Later name of Esau (Bible)
- 11-N. cen. State of U. S. (abbr.)
- 13-A settlement in Greenland
- 14-A land measure (abbr.)
- 15-To proclaim
- 18-B. State of U. S. (abbr.)
- 19-Small valley
- 21-One time
- 22-Small northern water-bird
- 24-Parasites
- 26-Faust
- 28-A thoroughfare (abbr.)
- 29-Conjunction
- 31-Brother (French)
- 33-Strict
- 35-Greek prince who carried off Helen of Troy and so caused Trojan War
- 36-Formally polite
- 37-Prefix. Not
- 38-State Militia (abbr.)
- 40-A pony

HORIZONTAL (Cont.)

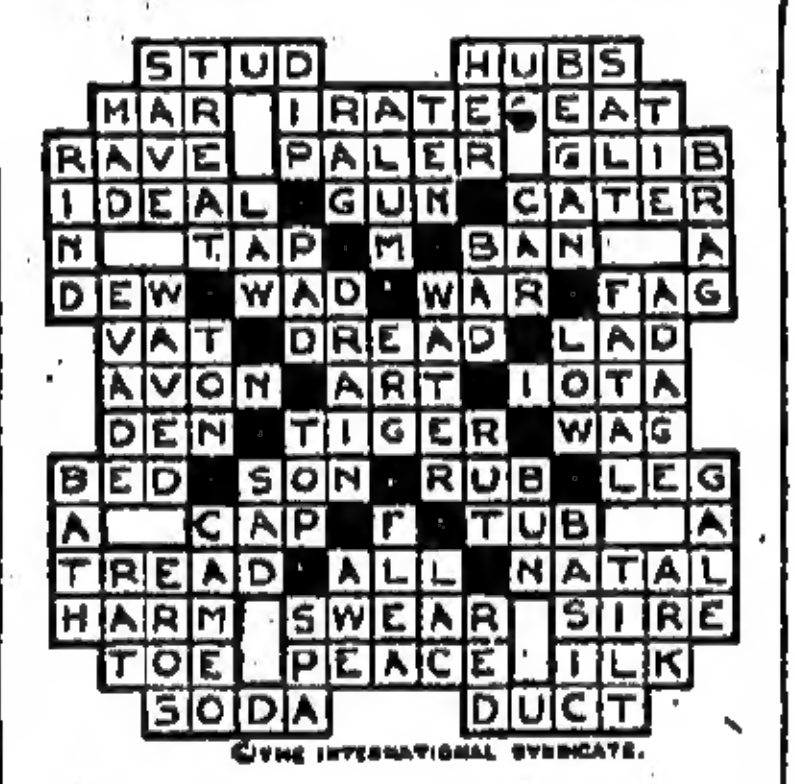
- 42-Presenting a wide opening
- 45-Mimics
- 49-An edible tropical root
- 50-A cook
- 52-A measure of capacity (abbr.)
- 53-To save from decay
- 54-Tantalum (chem. sym.)
- 55-Light-yellowish brown
- 57-A doctor's degree (abbr.)
- 58-A sour substance
- 60-Malicious glances
- 61-To shut up

VERTICAL (Cont.)

- 12-A European coin
- 15-At the present time
- 17-Lace
- 20-To alienate
- 23-A pastoral song
- 24-One of the seasons
- 25-Settling
- 27-Combining form. Air
- 30-River, outlet of Lake Ladoga, Russia
- 31-Fire plug (abbr.)
- 32-Prefix. Form of "ax"
- 33-S. State of U. S. (abbr.)
- 34-North latitude (abbr.)
- 38-Convulsion
- 39-Strained in deep mud
- 41-Famous tower of ancient times
- 43-Greek goddess of malicious mischief
- 44-And not
- 45-Garden tool
- 47-A brownish-purple
- 48-To urge sharply
- 50-Marine mammal
- 51-Suffix denoting inflammation
- 56-Prefix. Again
- 58-Prefix. With

(The solution of the above cross-word puzzle, will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



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LAMOI BEER

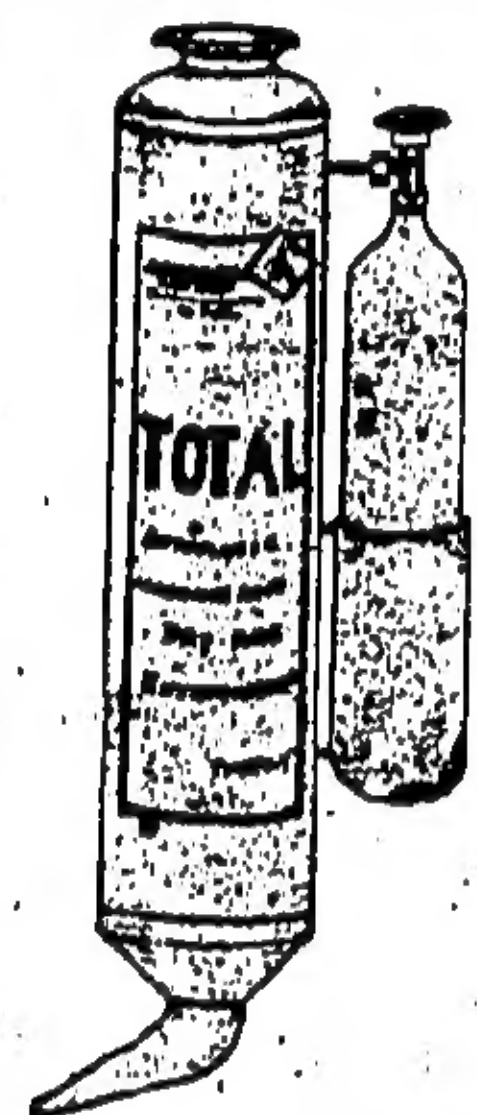


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A WEEK'S PAPERS IN ONE.

China's civil war has taken a new turn which is complicated enough to be described as a puzzle to non-Chinese.

Some suggest that "people are tired of the war in China"; but it should be borne in mind that nationals' Powers in Europe and America are deeply interested because of the danger to the respective Legations.

This week's "Overland China Mail" explains—in a manner which is bound to be of assistance to the foreigner—how Peking is being involved in a momentous struggle.

Also, tell your friends in other parts of the world how Hong Kong observed H.M. the King's birthday by a pageant of splendour. Tell former Hong Kong residents about the parade the like of which was never seen in the Colony before. Do so by sending them a copy of the "Overland."

The week's local news, China cables, political articles and other reports will all be found in the "Overland" as usual.

READY TO-DAY.

Home Mail via Suez closes at 10.30 a.m. on Saturday
and via Siberia at 10.30 a.m. on Monday.

SINGLE COPY 30-Cents.

[Sold on the streets and at the bookstalls or you can send your
subscription to the office.—H.K. \$13 per annum, or
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Mrs. HONDA

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Tel. C. 4945.

MASSAGE
NAKAMURA

No. 23 Stanley Street,
2nd floor.

THE WAY THE WORLD WAGS.

A nest of starlings have been hatched in the organ swell-box at Fletching Church, Uckfield, Sussex.

In Tristan da Cunha every Boy Scout on the island received a new Scout uniform when the last mail boat arrived. Every boy on the island is a Scout.

Leaning forward as though praying at a religious service in Thornton Hall Wesleyan Mission, Hull, William Clayton Bradshaw, aged 88, was found to be dead.

Fifteen exhibitors at the National Trades Exhibition at Bingley Hall, Birmingham, were fined for selling goods after 8 p.m., contrary to the Shops Act.

In the report to be presented at the annual meeting of the Barristers' Benevolent Association in Gray's Inn Hall is recorded an anonymous donation of £2,000.

The Institution of Fuel Technology and the Institute of Fuel Economy Engineers have been merged into one body, and in future will be known as "The Institute of Fuel."

Peter Green, aged 2, son of a naval bandmaster at Portsmouth, who died as the result of an accident, was described by the coroner as one of the most beautiful children he had ever seen.

At Walsall County Court a man stated that when a house became vacant on a Friday he was too superstitious to move in that day, so he took possession by putting one chair in the day before.

The funeral of Mr. Rex Adams, of Hale, Cheshire, the noted amateur motor-cyclist, who was killed in an accident at Shipley, was attended by a body of motor-cyclists in full riding kit and crash helmets.

For shooting a priest before the altar, a man was sentenced at Keskemet, Hungary, to 13 years' penal servitude, the judge considering that the priest's behaviour to women of the parish attenuated the crime.

A picturesque figure in the Distinguished Strangers' Gallery of the House of Commons was the Hon. V. J. Patel, President of the Legislative Assembly of India, who is studying British parliamentary procedure.

A holiday air service from London to Switzerland, with connection to Italy and the Mediterranean, has been opened in conjunction with the service of Dornier-Napier flying boats, which go down the Italian coast from Genoa to Sicily.

The "London Gazette" announces that Captain H. M. Ramsay-Fairfax-Lucy, M.C., retired, Regular Army Reserve of Officers, Argyll and Sutherland Highlanders, on conviction by the civil power, is removed from the Army, his Majesty having no further occasion for his services.

Ninety-eight German railway experts arrived at Victoria Station to investigate railway conditions in Britain.

Mr. S. H. Leverett, a noted Royal Navy diver, in charge of the diving staff of Portsmouth Dockyard, has retired.

Certain despatches of letters and parcels by air mail routes which were suspended during the winter will be resumed.



Mrs. Ruth Brown Snyder, who has been sentenced to death with Henry Judd Gray for the murder of her husband, Albert Snyder.

There has come into force the Coroners (Amendment) Act, 1926, which considerably alters the law relating to coroners and inquests.

Patrick O'Donnel, sent to prison for one month in the second division at Gateshead for attempted suicide, had twice previously failed to kill himself.

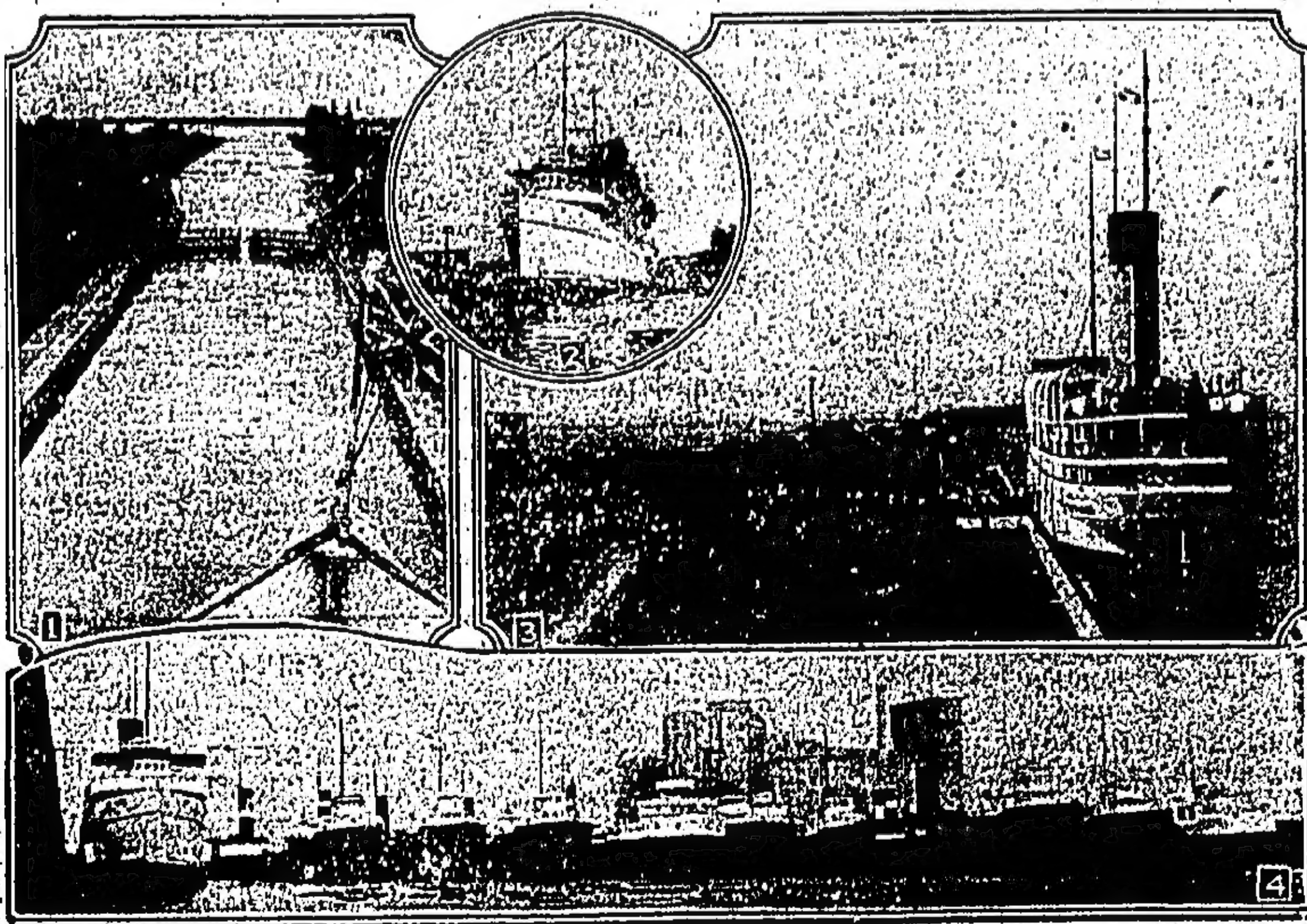
Mr. William Gorton, aged 96, of Avenue gardens, Acton, W., who was knocked down in Acton High Street by a motor-car and bruised, showed considerable pluck while waiting for the ambulance and spoke cheerfully to the nurses at Acton Hospital, to which he was taken.

NO WOMAN CAN AFFORD

to let her system become poisoned through intestinal inactivity, because to do so means loss not only of good health but of good looks. To restore daily regularity, and thus banish the chief cause of sick headaches, biliousness, unpleasant

Pinkettes

breath and pimply, blotched skin. Pinkettes are perfection. As gently as nature these dainty little laxatives set matters right. Of your chemist, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai. PINKETTES KEEP YOU WELL.



1. View of the locks at the "Sea". 2. The S.S. Asahi sailing through at night. 3. Transferring from train to ship. 4. Port McNicoll's fine harbour showing grain boats and elevators in the background.

Centuries before the railways, the automobile, the trolley car, or the aeroplane, the Great Lakes were the highways, and canoes the popular vehicles of transportation, exploration and conquest. Leaving Montreal, Quebec and other points, the great La Salle, Marquette, Hennepin, Radisson and Mackenzie, a gallant crew of explorers and adventurers, passed through the Great Lakes on their way to find Illinois, Indiana and other states of the Middle West. La Salle who went from Quebec to the mouth of the Mississippi and paddled his way back, made the Great Lakes his highway. He and his dauntless companions found and lost an empire. The hardships of these early explorers have been done away with in modern travel on the great Lakes but glamour or their expeditions and the beauties of their route still remain. Aboard one of the Canadian Pacific lake steamers like the Asahi, or the Kewadin in the heart of the continent, the fresh water sailor leaves Port McNicoll situated on the shores of the Georgian Bay, passes the entire length, through Lake Huron and the famous "Sea" canal and locks and into Lake Superior. The journey requires only two days and is through one of the most picturesque parts of the Dominion.

"The Port McNicoll-Owen Sound Journey," aboard the "Manitoba," is another delightful trip. The latter port is beautifully situated between two high walls of rock at the southern end of a narrow arm of the Georgian Bay. This is one of the finest harbours on the Great Lakes. The journey from here to the "Sea" is beset with scenic beauty, along the rocky coast of the Bruce Peninsula that stretches away to the north towards Manitoulin Island. The great cliffs of this peninsula rise up over 100 feet from the deep clear waters of the Georgian Bay.

From Port William, one of the greatest grain centres in the world, the traveller may proceed westward across the prairies. Few transcontinental journeys can offer such a delightful diversion in travel as the Great Lakes trip. The traveller can board the steamers at Port McNicoll, travel one-fifth of the way across the continent, and then resume his rail journey at the head of the Lakes.

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KING EDWARD HOTEL.

Rooms will not be available for the Public also Lounge and Dining Room, till after the 14th. day of June. There is a special lounge at the back of the Bar for the Public.

Phone C. 373. J. H. WITCHELL, Manager.

Cables: "Victoria," Hong Kong.

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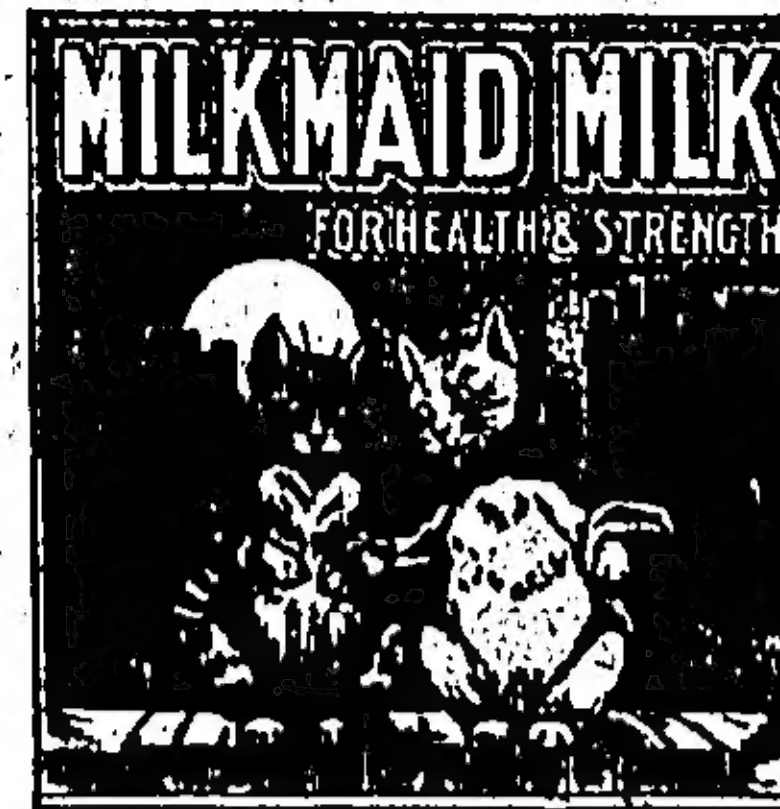
Established April 1, 1924.



China Mail

ESTABLISHED
1845

HONG KONG, SATURDAY, JUNE 11, 1927.



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"PATRULUS" 27th July Marseilles, London, Rotterdam & Glasgow
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"OANPA" 23rd July Genoa, Havre, Liverpool & Glasgow
"ATREUS" 29th Aug. Genoa, Havre, Liverpool & Glasgow

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"ACHILLES" 2nd July Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AGAPENOR" 2nd July New York, Boston & Baltimore
"HELENIUS" 8th July New York, Boston & Baltimore

PASSENGER SERVICE.

"BARPELON" 29th June Singapore, Marseilles & London
"PATRULUS" 27th July Singapore, Marseilles & London
"ANTENOR" 24th Aug. Singapore, Marseilles & London
"HECTOR" 6th Oct. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hong Kong and the following places:—French Indo-China, Province of Yunnan, Canton, Swatow, Kowloon, Macao, Kwangchow, Fort Bayard, Wuchow and Hoihow.

Butter and further particulars on application to the Radio Counter 1st Floor, G.P.O. Building.

During the interruption of the Hong Kong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hong Kong from 8 a.m. to 10 p.m. The Hong Kong Station is always open and messages are accepted at any time throughout the 24 hours.

INWARD MAILS.

From	SATURDAY, JUNE	Per
Shanghai	11	Sulyang.
Shanghai & Europe via Siberia	12	Olderk.
U.S.A., Canada, Japan & Shanghai	Pres. Taft.	
MONDAY, JUNE	13	
Manila	13	President Jackson.
Shanghai	13	Chesna.
WEDNESDAY, JUNE	15	
Straits & parcel mail from London of 5th May	15	Kalyan.
THURSDAY, JUNE	16	
Australia & Manila	16	Aki Maru.
SUNDAY, JUNE	19	
Suez & Straits	19	Pyrrhus.

OUTWARD MAILS.

For	SATURDAY, JUNE	Per
Straits, Ceylon, India, Mauritius, E. & S. Africa	11	
Sundays	12	
Shanghai	12	
Shanghai & Wuchow	12	
Shanghai & Europe via Siberia	12	
Straits & Calcutta	12	
SUNDAY, JUNE	13	
*Swatow & Bangkok	8.30 a.m.	
*Swatow & Bangkok	8.30 a.m.	
Shanghai	9 a.m.	
Swatow, Amoy & Formosa	9 a.m.	
Saigon	9 a.m.	
MONDAY, JUNE	13	
Shanghai, Japan, Honolulu & San Francisco—due San Francisco 8th July & Europe via Siberia Registration 9.45 a.m. Letters 10.30 a.m.		
*Shanghai & Japan	10 a.m.	
Swatow	12.30 p.m.	
Manila	4.30 p.m.	
Amoy	5 p.m.	
Bangkok	5 p.m.	
TUESDAY, JUNE	14	
Swatow, Amoy & Fochow		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles 15th July. Registration 1 p.m. Letters 1.45 p.m. G.P.O.—Registration 1.45 p.m. Letters 2.30 p.m.		
Swatow & Wai Hai Wai		
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria B.C.—due Victoria B.C. 4th July & Europe via Siberia 4th July. Registration 4.15 p.m. Letters 5 p.m.		

*Correspondence bearing vessel's name only.

WHEN WAR COMES.

Proposal to Conscript Property.

EX-SERVICE-MEN'S VIEWS.

London, June 10.
The third biennial conference of the British Empire Service League has agreed to send representatives in the capacity of observers to a conference at Luxembourg of international ex-service men known as Fidae.

There was considerable discussion of a resolution moved on behalf of Canada in favour of the conscription of property in war time. Major-General Coffin (Ceylon) moved, and Captain Kimpton (Rhodesia) seconded, an amendment that "On the declaration of war the income and person of every citizen shall be taken into the service of the State."

Lieut. General Sir Andrew Sken (India) said that the proposal would raise a storm in India. Eventually the conference adopted another amendment moved by Major Sanguinetti (Malaya) that the motion was too controversial and political for the League. The conference decided that the next biennial conference should be held in Australia and a resolution was adopted welcoming closer co-operation with "our United States comrades."—Reuter.

BOUND FOR HOME.

ITALIAN AIRMAN RESUMES FLIGHT.

Roma, June 10.
The Marquis de Pinedo has resumed his flight to Rome.

[This famous Italian aviator, it will be remembered, was compelled to descend into the Atlantic owing to a storm and his machine was later towed to the Azores.]

Presents to Lindbergh.

New York, June 10.
The airmail to Washington ran in three sections to-day to carry 50,000 letters and parcels addressed to Lindbergh, supplementing the previous appalling accumulation wherein epic and amatory poems rub shoulders with Virginia hams, boxes of eggs, chocolates, neckties and socks, which require half a dozen secretaries to classify.

The reception officials are working all night long to regulate what probably is an unparalleled public welcome in American history. Schools, business houses and the Stock Exchange will close down.—Reuter's American Service.

SERIOUS ILLNESS.

HEAD OF GREAT BANKING FIRM.

London, June 10.
Lord Swaythling, who is seriously ill in London had a fairly good night, but his condition to-day is unchanged.—Reuter.

The barony of Swaythling was created in 1907, and the present holder of the title, Louis Samuel Montagu, is the second baron. He is head of the banking firm of Samuel Montagu & Co., London. The first baron, who married a daughter of the late Louis Cohen of the Stock Exchange, assumed the name of Montagu by Royal Licence. The present baron in 1898 married Gladys Henry Rachel, daughter of the late Colonel A. E. Goldsmid, and has two sons and one daughter. His heir is Stuart Albert Montagu.

MORE RAIN PREDICTED.

"Moderate East winds, overcast, rain" is the official weather forecast till noon to-morrow for Hong Kong, the adjacent coast and the Formosa Channel.

A pooler, who made off with a lump of brass, the property of a contractor employed in the Taikeo Sugar Refinery, was sentenced to three weeks' hard labour by Mr. R. E. Lindsell, Police Magistrate, this morning.

VALEDICTORY.

A PRESENTATION TO MR. GILLINGHAM.

DOCKYARD FELLOWSHIP.

Mr. J. S. Gillingham, Constructor at the Royal Naval Yard, Hong Kong, who is shortly proceeding home on transfer, was the recipient of a presentation by members of the Dockyard Recreation Club yesterday evening.

The presentation was made on behalf of the members by Commodore J. L. Pearson who, referred to the keen interest taken in the Club by Mr. Gillingham who as Chairman had thrown himself heartily into the work. The gifts which he asked Mr. Gillingham's acceptance of were three magnificent pieces of silverware suitably engraved.

Mr. Gillingham, in reply, thanked the members for the splendid gifts and hoped that the members of the Club would continue to hold before them the essentials of good fellowship, good sportsmanship and good workmanship. To help on with the good feeling the Club had endeavored, he asked the officials' acceptance of a cup for competition among Club members which might be for the most spirited debaters or the most capable snooker players. Commodore Pearson accepted the cup on behalf of the Club and after Mr. Gillingham's health had been drunk an excellent vocal and instrumental entertainment was thoroughly enjoyed.

HOW CAN YOU?

MAGISTRATE'S REBUKE TO GAMBLER.

Mr. R. E. Lindsell's court at the Police Magistracy resembled a well equipped Chinese gambling den at one period this morning when varied amusements to games of chance were displayed by the police and a storekeeper of the Tang Tai Engineering Works charged with their possession, etc.

The man declared that he was looking after the things for someone else, and was certainly not running a gambling house on his own account.

The Police pointed out that the storekeeper lived in his store in the Works and that the gambling outfit was actually discovered in his room.

"How can you say you were looking after them for someone else?" demanded His Worship.

Defendant, who volunteered no reply, was fined \$100 with the alternative of two months' hard labour.

BANK NOTES.

Returns of the average amount of Bank Notes in circulation and of specie in reserve in Hong Kong, during the month ended May 31, 1927 (as certified by the Managers of the respective Banks):—

Banks	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	15,773,100	5,800,000
Hong Kong and Shanghai Banking Corporation	50,874,193	34,000,000
Mercantile Bank of India, Ltd.	1,720,745	580,000
Total	68,368,038	40,380,000
In addition Sterling Securities deposited with the Crown Agents valued at	21,261,800	
In addition Securities deposited with the Crown Agents and Straits Government valued at	23,108,097	
In addition Securities deposited with the Crown Agents valued at	218,000	

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation is published for general information under Section 5 of the Mercantile Bank Note Issue Ordinance, 1911, (Ordinance No. 55 of 1911):—

Security	Amount mkt. price.
5 1/2% Treasury Bonds repayable at 100 in 1930	418,000 101 1/2-102 1/2
5% Treasury Bonds repayable at 100 in 1930	100,000 101 1/2-102 1/2
5% Treasury Bonds repayable at 100 in 1930	100,000 101 1/2-102 1/2
5% Treasury Bonds repayable at 100 in 1930	100,000 101 1/2-102 1/2
5% Treasury Bonds repayable at 100 in 1930	100,000 101 1/2-102 1/2
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5% Treasury Bonds repayable at 100 in 1930	100,000 101 1/2-102 1/2
5% Treasury Bonds repayable at 100 in 1930	100,000 101 1/2-102 1/2

THE WEEK END of the PICTURES

TO-DAY

TO-MORROW

QUEEN'S

LIGHTS OF OLD BROADWAY

with

MARION DAVIES

A delightful comedy of the adventures of two Irish Immigrant girls in New York in the 80's

The Answer to

"Manhandled"

RICHARD DIX

in

WOMAN HANDLED

A Tale of Cowboys who preferred silver to bronchos.

WORLD

The Magnificent Spectacle

THE FALL OF TROY

THE ABDUCTION of HELEN

THE DESTRUCTION of TROY

STAR

LOIS WILSON

in

CONTRABAND

in which a girl inherits a bankrupt newspaper and uses it to clean up the town

JACK HOXIE

in

TWO FISTED JONES

A Picture that is all that the name implies.

KNOCKED DOWN.

EUROPEAN LADY SLIGHTLY INJURED.

Mrs. Silvester, of the Military Married Quarters, Queen's Road, was knocked down by a motor cycle and side car at about 8.15 p.m. yesterday whilst crossing Queen's Road Central near Lee House Street. Luckily she was only slightly bruised and was able to return home by taxi-cab. The driver of the outfit, Mr. J. Carr, of the P.W.D., as well as the passenger in the sidecar, Mr. J. W. Wells, also of the P.W.D., received minor injuries, the latter being thrown to the ground. A skid on the slippery road was responsible for the outfit getting temporarily out of control.

NOTICE.

THE CHINA LIGHT & POWER CO., (1918), LTD.

WITH Reference to the Notice to Shareholders of the above Company, dated 16th February, 1927, whereby the Final Call of \$3.00 per share on the New Shares was made payable on 30th June, 1927, instead of 1st March, 1927, the Directors of the Company have decided, in view of the conditions prevailing at present, to further extend the time for payment of the Call.

Notice is, accordingly, hereby given that the date for payment of the Final Call is postponed to 30th NOVEMBER, 1927, and that the Form of Bankers' Receipt already sent to Shareholders may be used as though the date named therein were the 30th November, 1927.

BUSINESS DIRECTORY.

Bookbinders.

THE "CHINA MAIL", Bookbinders.
No. 5, Wyndham Street.

Dentist.

HARRY FONG, Dentist,
1st floor, No. 74, Queen's Road Central. Tel. Central No. 1255.

Electrical Supplies.

THE GLOBE FOOD CHEONG ELECTRICAL SUPPLY CO., LTD.
72, Queen's Rd., Central.
Tel. C. 3770.

Engineers & Shipbuilders.

W. S. BAILEY & CO., LTD.,
Engineers and Shipbuilders
Kowloon Bay.
New Work & Repairs.
Call Flag "L"
Sole Agents for Kelvin Motors.

Hair Dressers & Booksellers.

LEE YEE,
Ladies' and Gentlemen's Hair Dressers
and Booksellers
No. 12, D'Agular Street,
(opposite Queen's Theatre).

Optician.

THE HONG KONG OPTICAL CO.,
Phone 2232,
68, Queen's Road Central.

Printers.

"THE CHINA MAIL", General Printers.
Publishers and Bookbinders.
5, Wyndham Street. Tel. C.22.

Ship Chandlery.

E. HING & CO.,
25, Wing Woo St. Tel. C. 1116.
Metal Merchants and Ship Chandlery.
Managing Director—
MR. H. S. CHIN.

VETARZO BLOOD MEDICINE

Without Pure Blood Health is Impossible.

Never before was there anything like it, nor are the marvelous properties likely ever to be equalled in medicine arising from pure blood. It catches and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy and glandular swellings, bad legs, abscesses, ulcers, varicose veins, rheumatism, polio or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, strident, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO ERASES AND NERVE FOOD.
The VETARZO REMEDIES are sold by all chemists and druggists. The VETARZO REMEDIES are sold by all chemists and druggists. The VETARZO REMEDIES are sold by all chemists and druggists.